

FEDERAL REGISTER

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Agencies in this issue—

Agricultural Research Service
Agricultural Stabilization and
Conservation Service
Atomic Energy Commission
Business and Defense Services
Administration
Civil Aeronautics Board
Commodity Credit Corporation
Consumer and Marketing Service
Customs Bureau
Federal Aviation Agency
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Federal Trade Commission
Fish and Wildlife Service
Food and Drug Administration
Forest Service
Housing and Urban Development
Department
Interstate Commerce Commission
Land Management Bureau
Maritime Administration
Rural Electrification Administration
Securities and Exchange Commission

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Current White House Releases

WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS

The *Weekly Compilation of Presidential Documents* began with the issue dated Monday, August 2, 1965. It contains transcripts of the President's news conferences, messages to Congress, public speeches, remarks and statements, and other Presidential material released by the White House up to 5 p.m. of each Friday. This weekly service includes an Index of Contents preceding the text and a Cumulative Index to Prior

Issues at the end. Cumulation of this index terminates at the end of each quarter and begins anew with the following issue. Semiannual and annual indexes are published separately.

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List of CFR Parts Affected**(Codification Guide)**

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A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1966, and specifies how they are affected.

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Rules and Regulations

Title 7—AGRICULTURE

Chapter I—Consumer and Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 52—PROCESSED FRUITS AND VEGETABLES, PROCESSED PRODUCTS THEREOF, AND CERTAIN OTHER PROCESSED FOOD PRODUCTS

Subpart—U.S. Standards for Grades of Canned Ripe Olives¹

ABSENCE OF DEFECTS

A proposal to amend the U.S. Standards for Grades of Canned Ripe Olives was published in the FEDERAL REGISTER of June 18, 1966 (31 F.R. 8542). Interested persons were allowed 60 days to submit written data, views, or arguments.

Statement of consideration leading to the amendments. After considering all relevant data, views, and arguments presented, including the proposal set forth in the aforesaid notice, the following amendments to the U.S. Standards for Grades of Canned Ripe Olives are hereby promulgated pursuant to the authority contained in the Agricultural Marketing Act of 1946 (secs. 202-208, 60 Stat. 1087, as amended; 7 U.S.C. 1621-1627).

Section 52.3763(e) (1) (ii) and (3) (ii) is revised to read:

§ 52.3763 Absence of defects.

(e) (C) *classification.* * * *

(1) *Whole; pitted; halved.* * * *

(ii) Not more than a total of 30 percent, by count, of the olives or units may possess major blemishes and serious wrinkles and may be mutilated olives; *Provided*, That not more than 25 percent, by count, of the olives or units may possess major blemishes and serious wrinkles and not more than 10 percent, by count, of the olives may be mutilated.

(3) *Broken pitted.* * * *

(ii) Not more than 20 percent, by weight, of the drained olives may be pieces affected by major blemishes.

It is found that good cause exists for not postponing the effective date of these amendments beyond that specified (5

U.S.C. 1003(c)), in that: (1) The olive processing season is imminent and the regulatory requirements of the Marketing Agreement and Order No. 932 (7 CFR Part 932) regulating the handling of California Olives become operative September 1, 1966, and involve the U.S. Standards for Grades of Canned Ripe Olives, and it is necessary that this amendatory action be effective by such date; (2) the olive industry requested the amendments and is also well aware of the provisions of the proposed amendments, which are herein adopted, through published notice of proposed rule making, industry meetings, trade publications, and other news media, and persons interested in the proposed amendment of the standards were supplied with copies of the proposed amendments, and; (3) this amendatory action relaxes certain requirements of the U.S. Standards currently in effect. (4) This amendatory action should become effective as herein set forth so as to afford the maximum time for all persons to use the amended standards and to conduct their operations accordingly; and (5) no useful purpose would be served by an effective date of this action beyond the date of publication in the FEDERAL REGISTER.

The amendments to the U.S. Standards for Grades of Canned Ripe Olives, contained in this subpart, shall become effective upon publication hereof in the FEDERAL REGISTER, and will thereupon supersede the applicable sections of the U.S. Standards for Grades of Canned Ripe Olives which have been in effect since November 16, 1959.

(Secs. 202-208, 60 Stat. 1087, as amended; 7 U.S.C. 1621-1627)

Dated: August 30, 1966.

ROY W. LENNARTSON,
Associate Administrator.

[F.R. Doc. 66-9625; Filed, Sept. 1, 1966; 8:50 a.m.]

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER A—AGRICULTURAL CONSERVATION PROGRAMS

[ACP—1967, Supp. 2]

PART 701—NATIONAL AGRICULTURAL CONSERVATION

Subpart—1967

PRIOR REQUEST FOR COST-SHARING

The regulations governing the 1967 National Agricultural Conservation Pro-

gram, 31 F.R. 9712, as amended, are further amended as follows:

Section 701.15 of the regulations governing the 1967 National Agricultural Conservation Program, 7 CFR, Part 701, is amended by revising the first sentence to read as follows:

§ 701.15 Prior request for cost-sharing.

Costs will be shared only for those practices, or components of practices, for which cost-sharing is requested by the farmer or rancher before performance thereof is started, except that the Director, Farmer Programs Division, ASCS, may authorize the acceptance of requests for cost-sharing filed within a reasonable period after performance is started for (a) practices E-3 (§ 701.87), F-3 (§ 701.91), and F-4 (§ 701.92), and (b) other practices where the farmer or rancher establishes that he intended to file a prior request for cost-sharing but was prevented from doing so for reasons before his control. * * *

Signed at Washington, D.C., on August 26, 1966.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 66-9596; Filed, Sept. 1, 1966; 8:48 a.m.]

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER E—DETERMINATION OF SUGAR COMMERCIALLY RECOVERABLE

[§ 831.4; Rev. 1, Supp. 3]

PART 831—BEET SUGAR AREA

Rates of Recoverability; 1966 Crop

Section 831.13 is added to read as follows:

§ 831.13 Rates of recoverability; 1966 crop.

The hundredweight of sugar, raw value, commercially recoverable from sugarbeets of the 1966 crop shall be computed by multiplying the net weight thereof in tons, at the time of delivery to a processor, by the rate of commercially recoverable sugar which is applicable under the following provisions of this section:

(a) For sugarbeets marketed within a settlement area under any type of agreement other than an "individual test" or a "combined individual cossette test" contract, the rate of commercially recoverable sugar per ton of beets with respect to each settlement area is established as follows:

¹ Compliance with the provisions of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act or with applicable state laws and regulations.

Settlement areas by factories in States	1959-65 average sugar content	Rate of commercially recoverable sugar
	Percent	Hundred-weight
Idaho, Oregon:		
Idaho Falls.....	16.05	2.950
Rupert, Twin Falls.....	16.45	3.024
Utah:		
Centerfield.....	15.91	2.924
Garland.....	15.91	2.924
Layton.....	15.83	2.910
Lewiston (Ogden).....	15.72	2.889
West Jordan.....	15.18	2.790
Wyoming, Montana:		
Worland.....	16.01	2.943
Missoula.....	15.81	2.906
Sidney.....	15.87	2.917
Minnesota, Iowa, North Dakota:		
East Grand Forks, Moorhead, Crookston, Drayton.....	15.36	2.823
Chaska, Mason City.....	14.58	2.680
Great Lake States:		
Alma.....	14.86	2.731
Bay City.....	14.52	2.669
Caro.....	14.83	2.726
Carrollton.....	14.27	2.623
Crosswell.....	14.59	2.682
Illinois:		
Ottawa.....	13.88	2.551
Sebewaing.....	14.74	2.728
	14.67	2.696

(b) For sugarbeets marketed under "individual test" contracts, and for those sugarbeets marketed for processing by the Empire State Sugar Co., Inc., of New York, the rate of commercially recoverable sugar per ton of beets shall be computed by multiplying 20 hundred-weight by the percentage of sugar content of such beets, and then multiplying the result by 87.9 percent (the average extraction rate, as adjusted for shrink, effective for such beets). This computation can be shortened by the use of the factor of 0.1758. As an example, a content of 16.37 when multiplied by 0.1758 would result in a rate of commercially recoverable sugar of 2.878 hundred-weight.

(c) For sugarbeets marketed under "combined individual-cossette test" contracts, other than those sugarbeets marketed for processing by the Empire State Sugar Co., Inc., of New York, the rate of commercially recoverable sugar per ton of beets for a producer shall be computed by multiplying 20 hundred-weight by the adjusted percentage of sugar content of the beets delivered by such producer and then multiplying the result by 91.9 percent (the average extraction rate effective for such beets). This computation can be shortened by the use of the factor of 0.1838. As an example, an adjusted content of 16.37 would result in a rate of commercially recoverable sugar of 3.009 hundred-weight. The adjusted percentage of sugar content for each producer shall be obtained as provided in paragraph (b) (3) (i) of § 831.4. For use in computing the adjustment in the percentage of sugar content, the factory cossette test averages are as follows:

Area	1959-65 factory (percent)
Nyssa-Nampa.....	15.19
Billings-Lovell.....	16.39
Hardin.....	16.20
Toppenish, Moses Lake.....	15.17

Statement of bases and considerations. Section 831.4 (29 F.R. 11824) provides the method of determining and estab-

lishing amounts of sugar commercially recoverable from sugarbeets and provides that the rates shall become effective when public notice thereof is given in the FEDERAL REGISTER.

Pursuant to that regulation, this supplement sets forth the rates of recoverability as determined for the 1966 crop. Definitive rates are specified for the various settlement areas wherein sugarbeets are marketed under "cossette test" contracts. Within these areas, the rates give effect to 1959-65 average percentages of sugar content and the 1960-64 national average extraction rate of beet sugar, raw value, of 91.9 percent.

In lieu of an extensive table of definitive rates applicable to sugarbeets of various percentages of sugar content as marketed under "individual test" contracts, this supplement provides that the rate of recoverability per ton of beets of any given percentage of sugar content so marketed may be computed by multiplying such content by the factor of 0.1758. This factor gives effect to the average rate of extraction of sugar, raw value, of 87.9 percent, as applicable to individual test beets. Listings of the applicable rates (expressed in hundredths) will be available for inspection at ASCS county offices in sugarbeet producing counties. Similarly, for beets marketed under "combined individual cossette test" contracts, a factor of 0.1838 may be used to give effect to the average extraction rate of 91.9 percent. The difference between 91.9 and 87.9 percent represents the average "shrink" in percentage of sugar content between the time of delivery and the time of processing for all beets of the crops of 1960-64 marketed under individual test contracts. The lower percentage is not specified for beets marketed under combined individual cossette tests because the results of such tests include adjustments to the cossette basis.

The percentages of 91.9 and 87.9, as determined herein for the 1966 crop, compare with percentages of 92.0 and 87.8 for the 1965 crop.

When the "combined individual cossette test" contract was first adopted, the sugar content of each producer's beets was adjusted by a factor. This factor was computed by dividing the factory cossette test average for the current year by the weighted average sugar content of all beets delivered to the factory for the same crop determined by individual tests. Objections were raised by some producers over the delay in Sugar Act payments because a grower's adjusted percentage of sugar content could be determined only after all sugarbeets delivered to the factory were processed and the factory cossette test computed for the current year. For the 1963 crop, partial payments were made in one settlement area to alleviate the delay. To avoid costs involved in making of payments on a "partial" basis, the 1964-crop determination provided that the 7-year factory cossette test average would be substituted for the current year's factory cossette test average in calculating the factor to be applied to individual

growers' sugar content. Thus, the factor could be computed and payments could begin as soon as all growers completed delivery of their sugarbeets.

Although a request has been made for a change in the method of determining the factor for "combined individual cossette test" settlement areas that would permit payments before the completion of the delivery of all growers' sugarbeets, this supplement provides for the same method that was used for the 1964 and 1965 crops. It is not believed that the minimal acceleration of payments that would result from the suggested procedure warrants a departure from the two basic methods followed in computing rates of commercially recoverable sugar for use in calculating payments under the Sugar Act.

Because the factory in New York has only 1 year of past production, that area will be considered as an "individual test" area, even though the sugarbeets are marketed to that factory under a "combined individual cossette test" contract.

Accordingly, I hereby find and conclude that the foregoing determination will effectuate the applicable provisions of the Act.

(Sec. 403, 61 Stat. 932; 7 U.S.C.; secs. 302, 303, 304, 61 Stat. 930, as amended; 7 U.S.C. 1132, 1133, 1134)

Effective date. Date of publication.

Signed at Washington, D.C., on August 26, 1966.

CHARLES L. FRAZIER,
Acting Deputy Administrator,
State and County Operations.

[F.R. Doc. 66-9570; Filed, Sept. 1, 1966; 8:46 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[1966 Crop Peanut Warehouse Storage Loan and Sheller Purchase Regs. Amdt. I]

PART 1446—PEANUTS

Subpart—1966 Crop Peanut Warehouse Storage Loan and Sheller Purchase Regulations

LEVEL OF PRICE SUPPORT

The prices for each percent of sound mature and sound split kernels for Southeastern Spanish and for Valencia-type peanuts in areas other than Southwestern specified in § 1446.1633(d) (1) (i) of the 1966 Crop Peanut Warehouse Storage Loan and Sheller Purchase Regulations, 31 F.R. 10241, were understated by \$0.011 per ton due to an error in computation. To correct that error, § 1446.1633(d) (1) (i) of those regulations is amended to read as follows:

§ 1446.1633 Level of price support.

* * * * *

(d) Calculation of support prices. * * *

(1) Kernel value per net ton excluding loose shelled kernels. (i) Price for

each percent of sound mature and sound split kernels shall be:

Type	Dollars per ton
Virginia type-----	\$3.305
Runner type-----	3.110
Southeastern Spanish type-----	3.214
Southwestern Spanish type-----	3.178
Valencia type:	
Southwestern area-suitable for cleaning and roasting-----	3.578
Southwestern area-not suitable for cleaning and roasting-----	3.178
Areas other than Southwestern---	3.214

Effective date. This amendment shall be effective as of July 29, 1966.

Signed at Washington, D.C., on August 30, 1966.

E. A. JAENKE,
Acting Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 66-9624; Filed, Sept. 1, 1966; 8:50 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 66-186]

PART 10—ARTICLES CONDITIONALLY FREE, SUBJECT TO A REDUCED RATE, ETC.

Entry of Antiques

Section 10.53(e) of the Customs Regulations provides that furniture claimed to be free of duty under item 766.20 or 766.25, Tariff Schedules of the United States, except picture frames, must be entered at the ports of entry in the districts designated. Further studies regarding the trade in articles qualifying for treatment under these tariff provisions indicate the advisability of permitting entry of such articles at all ports in the customs territory of the United States.

It is also desirable to make clear that such shipments not exceeding \$250 in value may be entered under informal entries, and that the entry of such articles under a passenger's baggage declaration is limited to those which accompany the passenger.

Accordingly, § 10.53 is amended as follows:

Paragraph (c) is amended to read:

(c) Articles accompanying a passenger and entitled to entry under the passenger's declaration and entry, or articles entered under an informal entry on customs Form 5119 or 5119-A, which are claimed to be free of duty under item 766.20 or 766.25 of the Tariff Schedules of the United States, may be admitted free of duty upon the execution of a declaration on customs Form 3307, provided the passenger or the person filing the informal entry is the owner of the articles and they are for his personal use and not for sale or other commercial

use and provided the customs officer concerned is satisfied that the articles are of the requisite age.

Paragraph (e) is amended to read:

(e) Furniture "claimed to be free of duty under item 766.20 or 766.25, Tariff Schedules of the United States, may be entered for consumption at any port of entry within the customs territory of the United States.

Paragraph (g) is deleted.

The second sentence of paragraph (i) is amended to read: "In the case of any article imported in a passenger's baggage or entered under an informal entry, the customs officer concerned may accept the statement of the owner that the article was not imported for sale if he is satisfied of the truth of such statement."

The second paragraph of footnote 49 is deleted.

(77A Stat. 14, 390, secs. 481, 624, 46 Stat. 719, 759; 19 U.S.C. 1202 (Gen. hdnote. 11, sch. 7, pt. 11B, hdnote. 2), 1481, 1624)

The purpose of this amendment is to make all ports in the customs territory of the United States available for entry of antiques free of duty pursuant to Headnote 2, Part 11B, Schedule 7, Tariff Schedules of the United States, and to clarify the procedure for entry of such articles. The determination as to which ports may be made available for entry of such articles depends entirely on facts within the knowledge of the Bureau of Customs. It is to the benefit of the public that the amendment be made effective on the earliest practicable date. Accordingly, pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 103), it is found that notice and public procedure are unnecessary and good cause is found for making this amendment effective upon publication in the FEDERAL REGISTER.

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

Approved: August 26, 1966.

JAMES POMEROY HENDRICK,
Acting Assistant Secretary
of the Treasury.

[F.R. Doc. 66-9607; Filed, Sept. 1, 1966; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Docket No. 7579; Amdt. 39-280]

PART 39—AIRWORTHINESS DIRECTIVES

Hiller Model UH-12 Series Helicopters

There have been failures of the mercury clutch due to cracking at the inner corners of driver lug slots in the side plates that could result in sudden loss

of power transmission on Hiller Model UH-12 Series helicopters. Since this condition is likely to exist or develop in other helicopters of the same type design, an airworthiness directive is being issued to require inspection and replacement as necessary of the mercury clutches on Hiller Model UH-12D, UH-12E, UH-12E-L, UH-12L, and UH-12L4 helicopters equipped with clutches, Mercury Clutch Corp. P/N 4578-6 and 4692-6, clutch serial numbers 8584 through 9317.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

HILLER. Applies to Model UH-12D, UH-12E, UH-12E-L, UH-12L, and UH-12L4 helicopters equipped with clutches, Mercury Clutch Corp. P/N 4578-6 and 4692-6, clutch serial numbers 8584 through 9317.

Compliance required within the next 100 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent failures of the mercury clutch due to cracking at the inner corners of driver lug slots in the side plates, accomplish the following:

(a) Visually inspect the side plates for cracks using at least 8-power magnification.

(b) If cracks are found, replace clutch before further flight with a clutch of the same part number that has been inspected in accordance with this AD and found free of cracks.

(Fairchild Hiller Service Information Letters Nos. 3052 and 5009, dated July 20, 1966, pertain to this subject.)

This amendment becomes effective September 2, 1966.

(Sec. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423))

Issued in Washington, D.C., on August 26, 1966.

JAMES F. RUDOLPH,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-9564; Filed, Sept. 1, 1966; 8:45 a.m.]

[Docket No. 7384; Amdt. 39-279]

PART 39—AIRWORTHINESS DIRECTIVES

Pratt & Whitney Model JT3C-7 and JT3C-12 Turbojet Engines

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring replacement of first, fifth, and sixth stage compressor rotor spacer assemblies on Pratt & Whitney Model JT3C-7 and JT3C-12 Turbojet engines was published in 31 F.R. 7483.

Interested persons have been afforded an opportunity to participate in the

making of the amendment. A comment requested that the requirement that compliance with the AD be accomplished at the next compressor disassembly be eliminated, due to problems with parts availability. The Agency, after coordination with the manufacturer, has determined that there are sufficient parts available to operators to justify the compliance times specified in the notice of proposed rule making. Therefore, no changes have been made to the AD.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

PRATT & WHITNEY. Applies to Model JT3C-7 and JT3C-12 turbojet engines.

Within the next 6,000 hours' time in service after the effective date of this AD or at the next compressor disassembly, whichever occurs first, unless already accomplished, replace the first, fifth, and sixth stage compressor rotor disc spacer assemblies, P/N's 359410, 359414, and 359415, with spacer assemblies, P/N's 460559, 460604, and 460606, respectively.

(Pratt & Whitney Aircraft Turbojet Engine Service Bulletin No. 689, Revision No. 3, dated November 16, 1964, pertains to this subject.)

This amendment becomes effective September 30, 1966.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423))

Issued in Washington, D.C., on August 19, 1966.

JAMES F. RUDOLPH,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-9565; Filed, Sept. 1, 1966; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 66-CE-48]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Control Zone

On June 4, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 7977) stating that the Federal Aviation Agency proposed to designate controlled airspace in the Davenport, Iowa, terminal area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

Initially, the Davenport, Iowa, control zone will be effective from 0700 to 1900 hours local time daily.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., October 13, 1966, as hereinafter set forth.

In § 71.171 (31 F.R. 2065) the following is added:

DAVENPORT, IOWA

Within a 5-mile radius of the Davenport Municipal Airport (latitude 41°36'40" N., longitude 90°35'20" W.), and within 2 miles each side of the 224° bearing from the Davenport RBN extending from the 5-mile radius zone to 8 miles southwest of the RBN. This control zone shall be effective during the specific dates and/or times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Kansas City, Mo., on August 18, 1966.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 66-9567; Filed, Sept. 1, 1966; 8:45 a.m.]

[Airspace Docket No. 66-AL-16]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Amendment of Control Zone and Transition Area

On July 14, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 9550) stating that the Federal Aviation Agency was considering amendments to Part 71 of the Federal Aviation Regulations which would alter the Galena, Alaska, terminal airspace structure.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments but none were received.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., November 10, 1966, as hereinafter set forth.

1. In § 71.171 (31 F.R. 2093) the Galena, Alaska, control zone is amended to read:

GALENA, ALASKA

Within a 5-mile radius of the Galena Airport (latitude 64°44'10" N., longitude 156°56'00" W.); within 2 miles each side of the Galena VORTAC 089° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC; and within 2 miles each side of the Galena VORTAC 269° radial extending from the 5-mile radius zone to 14 miles W of the VORTAC.

2. In § 71.181 (31 F.R. 2191) the Galena, Alaska, transition area is amended to read:

GALENA, ALASKA

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Galena VORTAC 089° radial extending from the control zone extension east boundary to 12 miles E of the VORTAC; within 2 miles S and 5 miles N of the Galena VORTAC 269° radial extending from the control zone boundary to 19 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 28-mile radius of the Galena VORTAC; within a 40-mile radius of the Galena VORTAC extending from the 240° radial clockwise to the 298° radial and extending from the 28-mile radius area to 40 miles W of

the VORTAC; and within a 35-mile radius of the Galena VORTAC extending from the 089° radial clockwise to the 119° radial and extending from the 28-mile radius area to 35 miles E of the VORTAC.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Anchorage, Alaska, on August 23, 1966.

GEORGE M. GARY,
Director, Alaskan Region.

[F.R. Doc. 66-9568; Filed, Sept. 1, 1966; 8:46 a.m.]

[Airspace Docket No. 66-WE-25]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area; Correction

On August 13, 1966, F.R. Doc. 66-8815 was published in the FEDERAL REGISTER (31 F.R. 10772). It contained amendments to Part 71 of the Federal Aviation Regulations altering the Sidney, Nebr., transition area and designating a new transition area in the Hugo, Colo., area.

Subsequent to the issuance of the final rule, it was determined that a portion of the description of the Hugo transition area, as originally intended, was omitted and a correction to the final rule is necessary.

Since this correction is editorial in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the effective date of the final rule, as initially adopted, may be retained.

In consideration of the foregoing, effective immediately, the description of the Hugo, Colo., transition area contained in F.R. Doc. 66-8815 (31 F.R. 10772) is amended as follows:

HUGO, COLO.

That airspace SW of Hugo, Colo., VOR, extending upward from 8,500 feet MSL, bounded on the N by the S edge of V-108S, on the E by the W edge of V-169, on the S by the N edge of V-210, on the W by the E edge of V-81, and that airspace SE of Hugo VOR bounded on the W by the E edge of V-169, on the S by the N edge of V-10, and on the NE by the SW edge of V-263, excluding the airspace within Federal airways and the Pueblo and Colorado Springs, Colo., transition areas.

(Sec. 307(a), Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 1348))

Issued in Los Angeles, Calif., on August 25, 1966.

JOSEPH H. TIPPETS,
Director, Western Region.

[F.R. Doc. 66-9569; Filed, Sept. 1, 1966; 8:46 a.m.]

[Airspace Docket No. 66-SW-45]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Revocation and Redesignation of Control Zones

The purpose of this amendment to Part 71 of the Federal Aviation Regula-

tions is to revoke the Waco, Tex. (James Connally AFB) control zone and redesignate the Waco, Tex. (Municipal Airport) control zone to include James Connally AFB. This action is required due to a reduction in weather services provided by the Air Force and will provide protection for aircraft executing prescribed instrument approach and departure procedures at James Connally AFB. Since this amendment is editorial in nature and imposes no additional burden on any person, notice and public procedures hereon are unnecessary and the amendment may be made effective immediately.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

1. In § 71.171 (31 F.R. 6489) the Waco, Tex. (James Connally AFB) control zone is revoked.

2. In § 71.171 (31 F.R. 2144) the Waco, Tex. (Municipal Airport) control zone is redesignated to read:

WACO, TEX.

That airspace within a 5-mile radius of the Waco Municipal Airport (latitude 31°36'40" N., longitude 97°13'40" W.); within 2 miles each side of the 330° radial from the Waco VORTAC extending from the 5-mile radius zone to 7.5 miles NW of the VORTAC; within 2 miles each side of the Waco ILS localizer N course, extending from the 5-mile radius zone to 0.5 mile S of the OM; within 2 miles each side of the Waco VORTAC 098° radial, extending from the VORTAC to a 5-mile radius circle centered at James Connally AFB (latitude 31°38'20" N., longitude 97°04'25" W.); within a 5-mile radius of James Connally AFB (latitude 31°38'20" N., longitude 97°04'25" W.); and within 2 miles each side of the James Connally TACAN 167° and 352° radials extending from the 5-mile radius zone to 7 miles N. and 4.5 miles S of the TACAN. (Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Fort Worth, Tex., on August 24, 1966.

HENRY L. NEWMAN,
Director, Southwest Region.

[F.R. Doc. 66-9571; Filed, Sept. 1, 1966; 8:46 a.m.]

[Airspace Docket No. 66-CE-30]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area; Correction

On June 28, 1966, a final rule was published in the FEDERAL REGISTER (31 F.R. 8910) which included redesignation of the Lincoln, Nebr., transition area. In this redesignation, the Lincoln, Nebr., airport coordinates were incorrectly recited as "latitude 41°50'55" N., longitude 96°45'05" W.". The coordinates for the airport should have been given as "latitude 40°50'45" N., longitude 96°45'20" W.". Action is taken herein to make this correction.

Since this amendment is editorial in nature and imposes no additional bur-

den on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the redesignation of the Lincoln, Nebr., transition area, as set forth in Airspace Docket No. 66-CE-30, is amended effective 0001 e.s.t., August 18, 1966, as follows: "(latitude 41°50'55" N., longitude 96°45'05" W.)" is deleted and "(latitude 40°50'45" N., longitude 96°45'20" W.)" is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Kansas City, Mo., on August 11, 1966.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 66-9572; Filed, Sept. 1, 1966; 8:46 a.m.]

[Airspace Docket No. 66-SO-54]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area and Control Zone

On July 14, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 9549) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Myrtle Beach, S.C., transition area.

Subsequent to the publication of the Notice, Coast and Geodetic Survey redefined the final approach radials for the VOR No. 1 approach procedure from the 052° to the 054° radial, and for the VOR No. 2 approach procedure from the 214° to the 220° radial. Because of the redefinition of these radials, it is necessary to alter the Crescent Beach/Myrtle Beach control zone and the Myrtle Beach 700-foot transition area as follows:

Crescent Beach/Myrtle Beach Control Zone: Redesignate the extensions predicated on the Myrtle Beach VORTAC 052° and 214° radials to the Myrtle Beach VORTAC 054° and 220° radials, respectively.

Myrtle Beach 700-foot transition area: Revoke the extension predicated on the Myrtle Beach VORTAC 214° radial, as the required airspace protection for the redefined final approach radial (220°) is encompassed in the 8-mile radii transition area.

Since these changes are either editorial or less restrictive in nature, notice and public procedure hereon are unnecessary and they are incorporated in this final rule.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., November 10, 1966, as hereinafter set forth.

In § 71.181 (31 F.R. 2149) the Myrtle Beach, S.C., 700-foot transition area (31 F.R. 8909) is amended to read:

MYRTLE BEACH, S.C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Myrtle Beach AFB (latitude

33°40'45" N., longitude 78°55'45" W.); within an 8-mile radius of the Myrtle Beach/Crescent Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.).

In § 71.171 (31 F.R. 2065) the Crescent Beach/Myrtle Beach, S.C., control zone (31 F.R. 8909) is amended to read:

CRESCENT BEACH/MYRTLE BEACH, S.C.

Within a 5-mile radius of Crescent Beach/Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 2 miles each side of the Myrtle Beach VORTAC 054° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC; within 2 miles each side of the Myrtle Beach VORTAC 220° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC. This control zone is effective during specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a)))

Issued in East Point, Ga., on August 22, 1966.

WILLIAM M. FLENER,
Acting Director, Southern Region.

[F.R. Doc. 66-9573; Filed, Sept. 1, 1966; 8:46 a.m.]

[Airspace Docket No. 66-CE-44]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On June 8, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 8078) stating that the Federal Aviation Agency proposed to designate controlled airspace at Grand Rapids, Minn.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. The comment received was favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., November 10, 1966, as hereinafter set forth:

In § 71.181 (31 F.R. 2149), the following transition area is added:

GRAND RAPIDS, MINN.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'35" W.), and within 2 miles each side of the Grand Rapids VOR 160° radial, extending from the VOR to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles east and 5 miles west of the Grand Rapids VOR 160° radial, extending from the VOR to 12 miles south of the VOR.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Kansas City, Mo., on August 18, 1966.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 66-9566; Filed, Sept. 1, 1966; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 7571; Amdt. 499]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Dublin Int.	OSU RBN	Direct	2500	T-dn	300-1	300-1	200-1½
Plain City Int.	OSU RBN	Direct	2500	C-dn	400-1	500-1	500-1½
London Int.	OSU RBN	Direct	2500	A-dn	NA	NA	NA
CM LOM	OSU RBN	Direct	2500				

Radar available.

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 2500' within 10 miles.

Minimum altitude over 3-mile Radar Fix on final approach crs, 1600'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of OSU RBN, climb to 3000' on heading 080°

to Appleton VOR. Hold northeast 1 minute right turns, 231° Inbnd.

CAUTION: 1110' tower, 1.8 miles. All circling and maneuvering N of airport.

NOTE: Use Columbus, Ohio, altimeter setting.

MSA within 25 miles of facility: 000°-360°-2500'.

City, Columbus; State, Ohio; Airport name, Ohio State University; Elev., 905'; Fac. Class., MHW; Ident., OSU; Procedure No. 1, Amdt. Orig.; Eff. date, 24 Sept. 66

Edgerton Int.	DFI RBN	Direct	2600	T-dn	300-1	300-1	NA
Gerald Int.	DFI RBN	Direct	2600	C-dn	600-1	600-1	NA
McClure Int.	DFI RBN	Direct	2600	A-dn	NA	NA	NA
Antwerp Int.	DFI RBN	Direct	2600				

Procedure turn S side of crs 300° Outbnd, 120° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of the Defiance RBN, climb to 2600' within 10

miles on 120° crs, return to Defiance RBN, hold NW, 1-minute right turns, 120° Inbnd.

MSA within 25 miles of facility: 000°-360°-2400'.

City, Defiance; State, Ohio; Airport name, Bryan Defiance Memorial; Elev., 707'; Fac. Class., MHW; Ident., DFI; Procedure No. 1, Amdt. 1; Eff. date, 24 Sept. 66; Sup. Amdt No. Orig.; Dated, 3 Oct. 64

FNT VOR	LOM	Direct	2100	T-dn	300-1	300-1	200-1½
Posters Int.	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Russell Int.	LOM	Direct	2700	S-dn-9	400-1	400-1	400-1
Owosso Int.	LOM (final)	Direct	2000	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 271° Outbnd, 091° Inbnd, 2100' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 091°-3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, make left turn, and proceed

to Davis Int via FNT, R 078° at 2400', or when directed by ATC, climb to 2100' on 091° bearing from LOM and return to LOM.

MSA within 25 miles of facility: 000°-090°-2200'; 090°-180°-2600'; 180°-270°-2200'; 270°-360°-2600'.

City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., LOM; Ident., FN; Procedure No. 1, Amdt. 8; Eff. date, 24 Sept. 66; Sup. Amdt. No. 7; Dated, 8 Aug 64

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ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
GJT VOR.....	GJT RBN.....	Direct.....	8100	T-dn%@.....	300-1	300-1	200-1½
Mack Int.....	Loma Int.....	Direct.....	8000	C-d#.....	700-1	700-1	700-1½
Loma Int.....	GJT RBN (final).....	Direct.....	7500	C-n#.....	700-2	700-2	700-2
Sharp Int.....	GJT RBN.....	Direct.....	8000	A-dn.....	1000-2	1000-2	1000-2
Salt Creek Int.....	GJT RBN.....	Direct.....	8000				

Procedure turn S side crs, 290° Outbnd, 110° Inbnd, 8000' within 10 miles.
 Minimum altitude over facility on final approach crs, 7500'.
 Crs and distance, facility to airport, 110°—9.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.4 miles after passing GJT RBN, make a right-climbing turn, proceed direct to GJT RBN, climb to 8000' on 290° bearing from RBN within 10 miles.
 NOTE: REIL Runways 11 and 29.
 %IFR departures must comply with published Grand Junction SID's.
 @1000-3 required for Runway 4.
 #All maneuvering to S of airport: High terrain N.
 MSA within 25 miles of facility: 000°-090°—11,400'; 090°-180°—12,000'; 180°-360°—11,000'.

City, Grand Junction; State, Colo.; Airport name, Walker Field; Elev., 4857'; Fac. Class., MHW; Ident., GJT; Procedure No. 1, Amdt. 4; Eff. date, 24 Sept. 66; Sup. Amdt. No. 3; Dated, 2 July 66

GUM VOR.....	UA RBN (LOM) (final).....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
GUM RBN.....	UA RBN (LOM).....	Direct.....	2500	C-dn.....	500-1	500-1	500-1½
				S-dn-6R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn N side of crs, 244° Outbnd, 064° Inbnd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 064°—4.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing UA RBN, climb to 2000' on the 064° bearing and contact Guam approach control.
 NOTES: (1) Reductions not authorized. (2) This procedure applies to civil aircraft and prior approval required from commander, Andersen AFB.
 MSA within 25 miles of facility: 000°-360°—2400'.

City, Guam, Mariana Islands; Airport name, Andersen AFB; Elev., 605'; Fac. Class., HW; Ident., UA; Procedure No. 1, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 6 Aug. 66

EPH VOR.....	MW RBN.....	Direct.....	2900	T-dn%.....	300-1	300-1	200-1½
MHW VOR.....	MW RBN.....	Direct.....	2900	C-dn.....	600-1	600-1	600-1½
Potholes Int.....	MW RBN.....	Direct.....	2900	S-dn-32.....	500-1	500-1	500-1
Wilson Creek Int.....	MW RBN.....	Direct.....	3200	A-dn.....	900-2	900-2	900-2

Procedure turn E side of crs, 141° Outbnd, 321° Inbnd, 2900' within 10 miles.
 Minimum altitude over facility on final approach crs, 2500'.
 Crs and distance, facility to airport, 321°—4.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing MW RBN, turn left, climb to 2900' direct to MW RBN.
 NOTES: (1) Weather service available 0600-2200 local time. (2) Alternate minimums not authorized when weather service not available. (3) Use Ephrata altimeter setting when control zone not effective.
 %Takeoffs all runways: Climb direct to the Ephrata VOR, then continue on R 060° within 10 miles to cross the EPH VOR at or above: Southwestbound V2/V448 2800'; Westbound V2N 2800'.
 AIR CARRIER NOTE: Sliding scale not authorized. Visibility reduction not authorized.
 MSA within 25 miles of facility: 340°-070°—3200'; 070°-160°—3000'; 160°-250°—3700'; 250°-340°—4100'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., MHW/LOM; Ident., MW; Procedure No. 1, Amdt. Orig.; Eff. date, 24 Sept. 66

Liberty VHF Int.....	Prospect VHF Int.....	Via radar vectors to JFK VOR, R 269° and 043° bearing to LG LOM.	2500	T-dn.....	300-1	300-1	200-1½
				C-dn.....	700-1	700-2	700-2
				S-dn-4.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2
Prospect VHF Int.....	LG LOM (final).....	Via LGA VOR, R 220°.	1300				
LGA VOR.....	LG LOM.....	Direct.....	2500				

Radar available.
 Procedure turn S side of crs, 223° Outbnd, 043° Inbnd, 2500' S of Prospect Int within 10 miles of LG LOM.#
 Minimum altitude over facility on final approach crs, 1300'.
 Crs and distance, facility to airport, 043°—3.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LG LOM, climb to 4000' on LGA VOR, R 045° to Stamford Int. Cross Stamford Int at 3000' or above. Hold NE Stamford Int, 1-minute left turns, Inbnd crs, 225°.
 AIR CARRIER NOTE: Sliding scale not authorized.
 CAUTION: (1) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightlane decreasing to 10' above lights at 1100' from approach end of runway. (2) Tower 415', 3.8 miles SW; tower 390', 3.5 miles SW; building 968', 6.7 miles SW.
 #Maintain 2500' Inbnd on final approach crs until crossing Prospect Int.
 %LGA VOR, R 220° must be monitored on ADF approach until passing LG LOM.
 MSA within 25 miles of facility: 045°-225°—1600'; 225°-315°—2600'; 315°-045°—2200'.

City, New York; State, N.Y.; Airport name, La Guardia; Elev., 21'; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 24; Eff. date, 24 Sept. 66; Sup. Amdt. No. 23; Dated, 27 Mar 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SCK VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-1½
Woodward Int.	LOM	Direct	2000	C-dn	500-1	500-1	500-1½
Tracy Int.	LOM	Direct	2000	S-dn-29R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 111° Outbnd, 291° Inbnd, 2000' within 10 miles of LOM.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 291°—5.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, turn left, climb to 2000' on 233° crs from LOM within 15 miles.
 MSA within 25 miles of facility: 000°-090°—3200'; 090°-180°—3500'; 180°-270°—4400'; 270°-360°—2000'.
 City, Stockton; State, Calif.; Airport name, Stockton Metropolitan; Elev., 29'; Fac. Class., LOM; Ident., SC; Procedure No. 1, Amdt. 4; Eff. date, 24 Sept. 66; Sup. Amdt. No. 3; Dated, 27 Nov. 65

Utica VOR	BKG RBn	Direct	3300	T-dn	300-1	300-1	200-1½
Vernon Int.	BKG RBn	Direct	3000	C-dn	400-1	500-1	500-1½
Lakeport Int.	BKG RBn	Direct	2600	S-dn-15*	400-1	400-1	400-1
Westlake Int.	BKG RBn (final)	Direct	2600	A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn W side of crs, 329° Outbnd, 149° Inbnd, 2600' within 10 miles.
 Minimum altitude over facility on final approach crs, 2600'.
 Crs and distance, facility to airport, 149°—5.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing BKG RBn, climb straight ahead to 3200' direct to UTI RBn. Hold SE of UTI RBn, 329° Inbnd, 1-minute right turns.
 *Reduction not authorized.
 MSA within 25 miles of BKG RBn: 000°-090°—4000'; 090°-180°—3500'; 180°-270°—3500'; 270°-360°—3000'.
 City, Utica; State, N.Y.; Airport name, Oneida County; Elev., 742'; Fac. Class., MHW; Ident., BKG; Procedure No. 2, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 27 May 65

2. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d	300-1	NA	NA
				C-d	600-1	NA	NA
				A-dn	NA	NA	NA

Radar available.
 Procedure turn W side of crs, 358° Outbnd, 178° Inbnd, 2200' within 10 miles.
 Minimum altitude over facility on final approach crs, 1400'.
 Crs and distance, facility to airport, 178°—3.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing VWV VOR, climb straight ahead on R 178° of the Waterville VOR to 1500', then make a left-climbing turn to 2200' and return to the Waterville VOR. Hold SE on Waterville VOR, R 140°, right turns, 1 minute, 320° Inbnd.
 CAUTION: Stack 943° ¾ mile SW of airport.
 MSA within 25 miles of facility: 350°-080°—3100'; 080°-170°—2100'; 170°-260°—2400'; 260°-350°—2100'.
 City, Bowling Green; State, Ohio; Airport name, University; Elev., 675'; Fac. Class., L-BVORTAC; Ident., VWV; Procedure No. 1, Amdt. 4; Eff. date, 24 Sept. 66; Sup. Amdt. No. 3; Dated, 31 July 65

				T-dn	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2
				DME minimums	*DME equipment required:		
				C-dn	400-1	500-1	500-1½
				S-dn-32**	400-1	400-1	400-1

Procedure turn E side of crs, 146° Outbnd, 326° Inbnd, 3900' within 10 miles.
 Minimum altitude over facility on final approach crs, 2900'; 2600' if 3-mile DME Fix, R 146° is received.
 Crs and distance, facility to airport, 326°—0.9 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.9 mile after passing BFD VOR, climb to 3400' on R 326° within 10 miles of Bradford VOR. Make left-climbing turn, return to Bradford VOR at 4000'. Hold SE, 1-minute left turns, 326° Inbnd.
 NOTE: When authorized by ATC, DME may be used between R 064° clockwise to R 288° at 3900' to position aircraft for approach via 10-mile DME Arc, with elimination of procedure turn.
 **400-¾ authorized with operative high-intensity runway lights, except for 4-engine turbojet aircraft.
 MSA within 25 miles of facility: 000°-360°—3600'.
 City, Bradford; State, Pa.; Airport name, Bradford-McKean County; Elev., 2143'; Fac. Class., L-BVORTAC; Ident., BFD; Procedure No. 2, Amdt. 2; Eff. date, 24 Sept. 66; Sup. Amdt. No. 1; Dated, 30 July 66

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
R 134°, JVL VOR clockwise	R 236°, JVL VOR	Via 6-mile DME Arc.	2600	T-dn	300-1	300-1	200-1/2
R 291°, JVL VOR counterclockwise	R 236°, JVL VOR	Via 6-mile DME Arc.	2600	C-dne*	400-1	500-1	500-1 1/2
6-mile DME Fix, R 236° JVL VOR	JVL VOR (final)	Direct	2100	S-dn-46S*	400-1	400-1	400-1
				A-dne*	800-2	800-2	800-2

Procedure turn W side of crs, 236° Outbnd, 056° Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 2100'.

Crs and distance, facility to airport, 036°—4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing JVL VOR, climb to 2500' on R 035° within 15 miles, return to VOR and hold in 1-minute pattern on R 236° with right turns.

CAUTION: Runways 18/36 unlighted.

NOTE: Approach control available through Rockford, Ill., control tower. Use Rockford, Ill., altimeter setting, when control zone not effective.

*Circling and straight-in ceiling minimums are raised 100' and alternate minimums not authorized when control zone not effective.

*400-3/4 authorized except for 4-engine turbojet aircraft, with operative REIL or HIRL.

*These minimums apply at all times for those air carriers with approved weather reporting service.

MSA within 25 miles of facility: 000°-090°—2200'; 090°-360°—2600'.

City, Janesville; State, Wis.; Airport name, Rock County; Elev., 808'; Fac. Class., L-BVORTAC; Ident., JVL; Procedure No. 1, Amdt. 10; Eff. date, 24 Sept. 66; Sup. Amdt. No. 9; Dated, 25 Dec. 65

EPH VOR	MWH VOR	Direct	2900	T-dn	300-1	300-1	200-1/2
Potholes Int.	MWH VOR	Direct	2900	C-d	600-1	600-1	600-1 1/2
Wilson Creek Int.	MWH VOR	Direct	3200	C-n	600-2	600-2	600-2
				S-d-32	600-1	600-1	600-1
				S-n-32	600-2	600-2	600-2
				A-dn	900-2	900-2	900-2
If aircraft equipped to receive VOR and RBN or Z Mkr simultaneously and MW RBN/Z Mkr identified, the following minimums apply:							
				S-dn-32*	400-1	400-1	400-1

Procedure turn E side of crs, 141° Outbnd, 321° Inbnd, 2900' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'; over MW RBN/Z Mkr, 2200'.

Crs and distance, facility to airport, 321°—6.1 miles; MW RBN/Z Mkr to airport, 321°—4.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing MW RBN/Z Mkr, or 6.1 miles after passing MWH VOR, turn left, climb to 2900' direct MWH VOR.

NOTES: (1) Weather service available 0600-2200 local time. (2) Alternate minimums not authorized when weather service not available. (3) Use Ephrata altimeter setting when control zone is not effective.

*Takeoffs all runways: Climb direct to the Ephrata VOR, then continue on R 060° within 10 miles to cross the EPH VOR at or above: Southwestbound, V2/V448—2800'; Westbound, V2N—2800'.

*400-3/4 authorized with operative HIRL or ALS, except for 4-engine turbojets.

AIR CARRIER NOTE: Sliding scale for landing authorized to 3/4-mile on 400-1 minimum only.

MSA within 25 miles of facility: 340°-070°—3200'; 070°-160°—3000'; 160°-250°—3700'; 250°-340°—4100'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., L-VOR; Ident., MWH; Procedure No. 1, Amdt. Orig.; Eff. date, 24 Sept. 66

MWH VOR	EPH VOR	Direct	4200	T-dn	300-1	300-1	200-1/2
				C-d	700-1	700-1	700-1 1/2
				C-n	700-2	700-2	700-2
				A-dn	900-2	900-2	900-2

Procedure turn E side of crs, 316° Outbnd, 136° Inbnd, 4200' within 10 miles.

Minimum altitude over facility on final approach crs, 4000'.

Crs and distance, facility to airport, 136°—10 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 10 miles after passing EPH VOR, turn left, climb to 4200' direct to EPH VOR.

NOTES: (1) Weather service available 0600-2200 local time. (2) Alternate minimums not authorized when weather service not available. (3) Use Ephrata altimeter setting when control zone is not effective.

*Takeoffs all runways: Climb direct to the Ephrata VOR, then continue on R 060° within 10 miles to cross the EPH VOR at or above: Southwestbound, V2/V448—2800'; Westbound, V2N—2800'.

MSA within 25 miles of facility: 000°-090°—3500'; 090°-180°—2600'; 180°-270°—4700'; 270°-360°—4100'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., H-BVOR; Ident., EPH; Procedure No. 2, Amdt. Orig.; Eff. date, 24 Sept. 66

Linden VOR	Stockton VOR	Direct	2000	T-dn	300-1	300-1	200-1/2
Orange Int.	Stockton VOR	Direct	2000	C-dn	500-1	500-1	500-1 1/2
Woodward Int.	Stockton VOR	Direct	2000	S-dn-29R*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 123° Outbnd, 303° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 304°—4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing VOR, turn left, climb to 2000' on SCK VOR R 229° within 15 miles.

*400-3/4 authorized with operative SALS, except for 4-engine turbojet aircraft; 400-3/4 authorized with operative HIRL, except for 4-engine turbojet aircraft.

MSA within 25 miles of facility: 000°-090°—3200'; 090°-180°—3700'; 180°-270°—4400'; 270°-360°—2000'.

City, Stockton; State, Calif.; Airport name, Stockton Metropolitan; Elev., 29'; Fac. Class., H-BVORTAC; Ident., SCK; Procedure No. 1, Amdt. 7; Eff. date, 24 Sept. 66; Sup. Amdt. No. 6; Dated, 27 Nov. 65

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-6°.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 226° Outbnd, 046° Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 1100'.

Crs and distance, facility to airport, 046°—2.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.6 miles after passing ART VOR, make left-climbing turn to 2400' and return to ART VOR. Hold SW of ART VOR, 1-minute right turns, 046° Inbnd.

NOTE: Approach from a holding pattern not authorized. Procedure turn required.

*Reduction for lighting not authorized.

MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—3000'; 180°-270°—2000'; 270°-360°—2200'.

City, Watertown; State, N.Y.; Airport name, Municipal; Elev., 325'; Fac. Class., L-BVOR; Ident., ART; Procedure No. 1, Amdt. 7; Eff. date, 24 Sept. 66; Sup. Amdt. No. 6; Dated, 8 May 65

3. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn%.....	300-1	300-1	300-1
				C-dn.....	1000-1	1000-1	1000-2
				A-dn*.....	1500-3	1500-3	1500-3

Procedure turn S side of crs, 104° Outbnd, 284° Inbnd, 9500' within 10 miles.

All turns to be made to the S side of crs, high terrain to the N.

Minimum altitude over facility on final approach crs, 7700'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished when over DRO VOR, turn right, climb to 9500' on R 104° within 10 miles.

NOTE: Final approach from holding patterns at VOR not authorized; procedure turn required.

*Authorized when weather service available (normally 0600-2200 MST).

%IFR departures: Turn right to intercept DRO VOR R 104°, climb on R 104° within 10 miles to sufficient altitude to cross DRO VOR at: 13,200' northbound, V421; 7500' southbound, V421; 8700' eastbound, V211; 9600' westbound, V211.

MSA: 000°-090°—15,100'; 090°-270°—10,400'; 270°-360°—15,300'.

City, Durango; State, Colo.; Airport name, Durango-La Plata County Airport; Elev., 6684'; Fac. Class., L-BVOR; Ident., DRO; Procedure No. Ter VOR R-104, Amdt. 9; Eff. date, 24 Sept. 66; Sup. Amdt. No. 8; Dated, 2 July 66

10-mile DME Fix, R 152°.....	EUG VOR.....	Direct.....	3200	T-dn%.....	300-1	300-1	200-1½
10-mile DME Fix, R 167°.....	EUG VOR.....	Direct.....	3000	C-dn.....	800-1	800-1	800-1½
10-mile DME Fix, R 204°.....	EUG VOR.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
If aircraft equipped to receive VOR and ADF simultaneously or equipped with DME and Junction City Int identified the following minimums apply:*							
				C-dn.....	500-1	500-1	500-1½
				S-dn-16#.....	400-1	400-1	400-1

Procedure turn W side of crs, 347° Outbnd, 167° Inbnd, 2600' within 10 miles.

Final approach from holding pattern at EUG VOR not authorized, procedure turn required.

Minimum altitude over Junction City Int on final approach crs, 1200'.

Crs and distance, Junction City Int to airport, 167°—3.8 miles; breakoff point to approach end of Runway 16, 159°—0.6 mile (LMM).

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing EUG VOR, turn right, climb to 2600' on R 347° within 10 miles, or when directed by ATC, turn right and climb to 3000' on R 250° EUG VOR within 10 miles of EUG VOR.

CAUTION: High terrain E and W.

NOTE: When authorized by ATC, DME may be used between R 326° EUG VOR clockwise to R 010° EUG VOR within 10 miles at 2600' to position aircraft for straight-in approach with elimination of the procedure turn.

*If Junction City Int not identified authorized minimum over EUG VOR is 1200'.

#400-1½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

%400-1½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

%Takeoffs all runways: Climb on the Eugene VORTAC 355° radial within 10 miles to cross the VORTAC, southbound, V23—900'; westbound, 251° radial, 1000'.

MSA within 25 miles of facility: 000°-090°—4500'; 090°-180°—4800'; 180°-270°—3800'; 270°-360°—4500'.

City, Eugene; State, Oreg.; Airport name, Mahlon Sweet Field; Elev., 365'; Fac. Class., L-BVORTAC; Ident., EUG; Procedure No. VOR-16, Amdt. 10; Eff. date, 24 Sept. 66; Sup. Amdt. No. 9; Dated, 16 July 66

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
R 125°, FNT VOR clockwise	R 222°, FNT VOR	Via 10-mile DME Arc.	2600	T-dn	300-1	300-1	200-1½
R 340°, FNT VOR counterclockwise	R 222°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
10-mile DME Fix FNT, R 222°	4-mile DME Fix, R 222° (final)	Direct	1281	S-dn-6	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME:			
				C-dn	400-1	500-1	500-1½
				S-dn-6	400-1	400-1	400-1

Procedure turn W side of crs, 222° Outbnd, 042° Inbnd, 2100' within 10 miles.
Minimum altitude over 4-mile DME Fix on final approach crs, 1281'.
Crs and distance, breakoff point to Runway 4, 049°—0.23 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of FNT VOR, make right-climbing turn and proceed to Davis Int via FNT, R 078° at 2400', or when directed by ATC, make left-climbing turn and proceed direct to FN LOM at 2100'.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-5, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 6 June 64

Owosso Int/DME Fix	4-mile DME Fix (final)	Direct	1600	T-dn	300-1	300-1	200-1½
R 172°, FNT VOR clockwise	R 283°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
R 040°, FNT VOR counterclockwise	R 283°	Via 10-mile DME Arc.	2600	S-dn-9	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME:			
				C-dn	400-1	500-1	500-1½
				S-dn-9#	400-1	400-1	400-1

Procedure turn S side of crs, 283° Outbnd, 103° Inbnd, 2100' within 10 miles of VOR.
Minimum altitude over 4-mile DME Fix on final approach crs, 1281'.
Crs and distance, breakoff point to Runway 9, 091°—0.50 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of FNT VOR, make left-climbing turn and proceed to Davis Int via FNT, R 078° at 2400', or when directed by ATC, make climbing right turn and proceed direct to FN LOM at 2100'.
#400-1½ authorized, with operative high-intensity runway lights, except 4-engine turbojets; 400-1½ authorized, with operative ALS except 4-engine turbojets.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-9, Amdt. 6; Eff. date, 24 Sept. 66; Sup. Amdt. No. 5; Dated, 13 Feb. 65

R 253°, FNT VOR clockwise	R 354°, FNT VOR	Via 10-mile DME Arc.	2600	T-dn	300-2	300-1	200-1½
R 072°, FNT VOR counterclockwise	R 354°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
10-mile DME Fix, R 354°	3-mile DME Fix (final)	Direct	1281	S-dn-18	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME:			
				S-dn	400-1	500-1	500-1½
				S-dn-18	400-1	400-1	400-1

Procedure turn W side of crs, 354° Outbnd, 174° Inbnd, 2300' within 10 miles.
Minimum altitude over Dalton Int on final approach crs, 1281'.
Crs and distance, breakoff point to Runway 18, 182°—0.32 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of FNT VOR, make climbing right turn and proceed to FN LOM at 2100'.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-18, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 6 June 64

10 340°, FNT VOR clockwise	R 055°, FNT VOR	Via 10-mile DME Arc.	2600	T-dn	300-1	300-1	200-1½
R 143°, FNT VOR counterclockwise	R 055°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
R-mile DME Fix FNT, R 055°	3-mile DME Fix, FNT, R 055° (final)	Direct	1581	S-dn-23	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME:			
				C-dn	500-1	500-1	500-1½
				S-dn-23	500-1	500-1	500-1

Procedure turn N side of crs, 055° Outbnd, 235° Inbnd, 2200' within 10 miles.
Minimum altitude over 3-mile DME Fix, on final approach crs, 1581'.
Crs and distance, breakoff point to Runway 22, 229°—0.39 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of FNT VOR, make right-climbing turn and proceed direct to FN LOM at 2100', or when directed by ATC, make climbing left turn and proceed to Davis Int via FNT VOR, R 078° at 2400'.
CAUTION: 1220' tower, 4.3 miles SE.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-23, Amdt. 4; Eff. date, 24 Sept. 66; Sup. Amdt. No. 3; Dated 6 June 64

Davis Int.	Plant Int (final)	Direct	1700	T-dn	300-1	300-1	200-1½
R 340°, FNT VOR clockwise	R 078°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
R 172°, FNT VOR counterclockwise	R 078°, FNT VOR	Via 10-mile DME Arc.	2600	S-dn-27	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME or dual VOR receivers:			
				C-dn	500-1	500-1	500-1½
				S-dn-27	500-1	500-1	500-1

Procedure turn N side of crs, 078° Outbnd, 258° Inbnd, 2300' within 10 miles.
Minimum altitude over Plant Int on final approach crs, 1581'.
Crs and distance, breakoff point to Runway 27, 271°—0.49 mile.
Crs and distance, Plant Int to airport, 258°—2.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile after passing FNT VOR, make right-climbing turn to 2100' and proceed direct to the FN LOM, or when directed by ATC, make left-climbing turn and proceed to Davis Int via FNT, R 078° at 2400'.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-27, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated 6 June 64

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Murdoch Int.	SRQ VOR	Direct	1500	T-dn	300-1	300-1	200-1½
Hansen Int.	SRQ VOR	Direct	1500	C-dn	500-1	500-1	500-1½
Egmont RBN	SRQ VOR	Direct	1500	S-dn-13*	500-1	500-1	500-1
				A-dn#	800-2	800-2	800-2
				If identified at 5-mile Radar Fix, on R 298° minimums become:			
				S-dn-13	400-1	400-1	400-1

Tampa Radar available.

Procedure turn S side of crs, 298° Outbnd, 118° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 500'.

Facility on airport, breakoff point to Runway 13, 133°—0.1 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of SRQ VOR, climb to 1500' on R 118° within 20 miles.

NOTE: Use Tampa altimeter setting when control zone not effective.

*Reduction below ¼ mile not authorized.

#Limited weather information available to public. Alternate usage authorized for air carriers only.

MSA within 25 miles of facility: 000°-090°—1300'; 090°-180°—1600'; 180°-270°—1200'; 270°-360°—1400'.

City, Sarasota (Bradenton); State, Fla.; Airport name, Sarasota-Bradenton; Elev., 24'; Fac. Class., L-BVOR; Ident., SRQ; Procedure No. TerVOR-13, Amdt. 6; Eff. date, 24 Sept. 66; Sup. Amdt. No. 5; Dated, 2 Apr. 66

4. By amending the following very high frequency omnirange—distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
12-mile DME Fix, R 107°	6-mile DME Fix, R 107°	287°—6 miles	2800	T-dn	300-1	300-1	200-1½
6-mile DME Fix, R 107°	BUF VOR (final)	287°—6 miles	1600	C-dn	400-1	500-1	500-1½
				S-dn-31	400-1	400-1	500-1½
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn E side of crs, 107° Outbnd, 287° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 287°—3.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles, make a right-climbing turn to 2500', intercept Buffalo VOR, R 302° Outbnd, proceed to Grant Island Int. Hold NW, 1-minute, right turns, 122° Inbnd, or when directed by ATC, make right-climbing turn to 2500' proceed to Buffalo VOR. Hold E, 1-minute right turns, 287° Inbnd.

NOTE: When authorized by ATC, DME may be used between R 040° clockwise to R 140° at 3000' to position aircraft for straight-in approach via 12-mile DME Arc, with elimination of procedure turn.

CAUTION: 1349' TV tower, 5 miles WNW of airport. 860' tank, 1.6 miles E of airport.

MSA within 25 miles of facility: 080°-170°—3200'; 170°-260°—3900'; 260°-350°—2400'; 350°-080°—2200'.

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 722'; Fac. Class., H-BVORTAC; Ident., BUF; Procedure No. VOR-DME No. 1, Amdt. 8; Eff. date, 24 Sept. 66; Sup. Amdt. No. 7; Dated, 13 Nov. 65

JVL VOR	10-mile DME Fix, R 035°	Direct	2500	T-dn	300-1	300-1	200-1½
R 335°, JVL VOR clockwise	R 035°, JVL VOR	Via 16-mile DME Arc	2500	C-dn*	600-1	600-1	600-1½
R 108°, JVL VOR counterclockwise	R 035°, JVL VOR	Via 16-mile DME Arc	2500	S-dn-22#	600-1	600-1	600-1
16-mile DME Fix, R 035°, JVL VOR	10-mile DME Fix (final), R 035°	Direct	2200	A-dn*	800-2	800-2	800-2

Procedure turn N side of crs, 035° Outbnd, 215° Inbnd, 2500' between 10- and 20-mile DME Fix, R 035°.

Minimum altitude over 10-mile DME Fix, R 035° on final approach crs, 2200'.

Crs and distance, 10-mile DME Fix, R 035° to airport, 215°—4.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 5.2-mile DME Fix, R 035° climb to 2400' on R 236° of JVL VORTAC within 10 miles, return to VOR and hold in 1-minute pattern on R 236° with right turns.

CAUTION: Runways 18/36 unlighted.

NOTE: Approach control available through Rockford, Ill., control tower. Use Rockford, Ill. altimeter setting when control zone not effective.

*Circling and straight-in ceiling minimums are raised 100' and alternate minimums not authorized when control zone not effective.

#These minimums apply at all times for those air carriers with approved weather reporting service.

*600-¼ authorized with operative high-intensity runway lights, except for 4-engine turbojets.

MSA within 25 miles of facility: 000°-090°—2200'; 090°-360°—2600'.

City, Janesville; State, Wis.; Airport name, Rock County; Elev., 808'; Fac. Class., L-BVORTAC; Ident., JVL; Procedure No. 1, Amdt. 1; Eff. date, 24 Sept. 66; Sup. Amdt. No. Orig.; Dated, 25 Dec. 65

5. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BRO VOR	LOM	Direct	1600	T-dn	300-1	300-1	200-1/2
Fresno Int	LOM (final)	Via localizer	1200	C-dn	400-1	500-1	500-1 1/2
				S-dn-17L*	200-1 1/2	200-1 1/2	200-1 1/2
				A-dn	600-2	600-2	600-2

Procedure turn W side N crs, 353° Outbnd, 173° Inbnd, 1600' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1200'.
Altitude of glide slope and distance to approach end of runway at OM, 1157'—3.8 miles; at MM, 225'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 1600' on BRO VOR, R 062° within 15 miles or, when directed by ATC, climb to 1200' on S crs, ILS within 4.5 miles.
*400-3/4 required when glide slope not utilized.

City, Brownsville; State, Tex.; Airport name, Rio Grande Valley International; Elev., 22'; Fac. Class., ILS; Ident., I-BRO; Procedure No. ILS-17L, Amdt. 22; Eff. date, 24 Sept. 66; Sup. Amdt. No. 21; Dated, 10 Sept. 66

Owosso Int	LOM (final)	Direct	2000	T-dn	300-1	300-1	200-1 1/2
FNT VOR	LOM	Direct	2100	C-dn	400-1	500-1	500-1 1/2
Russell Int	LOM	Direct	2700	S-dn-9#	200-1 1/2	200-1 1/2	200-1 1/2
Fosters Int	LOM	Direct	2500	A-dn	600-2	600-2	600-2
St. Johns Int	Vernon Int	Via FNT, R 272°	2500				
Vernon Int	LOM (final)	Direct	2000				

Procedure turn S side of crs, 271° Outbnd, 091° Inbnd, 2100' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2000'.
Altitude of glide slope and distance to approach end of runway at OM, 1988'—3.9 miles; at MM, 986'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left-climbing turn and proceed to Davis Int via FNT, R 078° at 2400', or when directed by ATC, make climbing right turn and proceed direct to FN LOM at 2100'.
NOTE: When authorized by ATC, DME may be used to position aircraft on final crs at 2500' via 10-mile DME Arc 172° clockwise to 340° with the elimination of procedure turn.
*400-3/4 required when glide slope not utilized and 400-3/4 authorized with operative ALS, except for 4-engine turbojets.

City, Flint; State, Mich; Airport name, Bishop; Elev., 781'; Fac. Class., ILS; Ident., I-FNT; Procedure No. ILS-9, Amdt. 9; Eff. date, 24 Sept. 66; Sup. Amdt. No. 8; Dated, 18 Dec. 65

Willow DME Fix	Mack Int	Direct	12,000	T-dn%@	300-1	300-1	200-1 1/2
Mack Int	Loma Int	Direct	8000	C-dn#	600-1 1/2	600-2	600-2
Loma Int	GJT RBn (final)	Direct	7700	S-dn-11*	300-1	300-1	200-1
Sharp Int	GJT RBn	Direct	8000	A-dn	700-2	700-2	700-2
GJT VOR	GJT RBn	Direct	8100				
Salt Creek Int	GJT RBn	Direct	8000				

Procedure turn S side crs, 290° Outbnd, 110° Inbnd, 8000' within 10 miles of GJT RBn.
Minimum altitude over GJT RBn on final approach crs, 7700'.
Crs and distance, GJT RBn to airport, 110°—9.4 miles.
Minimum altitude at glide slope interception Inbnd, 7720'.
Minimum altitude and distance to approach end of runway at OM, 5943'—3.6 miles; at MM, 5063'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of MM, make a right-climbing turn, climb to 8000' on NW crs of ILS within 10 miles NW of GJT RBn.
NOTES: (1) No approach lights. (2) REIL Runways 11 and 29.
NOTE: Final approach from holding pattern not authorized. Procedure turn required.
Glide slope unusable below 5132'.
*600-1 required without glide slope, 400-1 authorized if OM received, 300-3/4 authorized, except for 4-engine turbojet aircraft with operative high-intensity runway lights.
#All maneuvering to S of airport; high terrain N.
%IFR departures must comply with published Grand Junction SID's.
@1000-3 required for Runway 4.

City, Grand Junction; State, Colo.; Airport name, Walker Field; Elev., 4857'; Fac. Class., ILS; Ident., I-GJT; Procedure No. ILS-11, Amdt. 20; Eff. date, 24 Sept. 66; Sup. Amdt. No. 19; Dated, 2 July 66

GUM VOR	UA LOM	Direct	2000	T-dn	300-1	300-1	200-1 1/2
GUM RBn	UA LOM	Direct	2500	C-dn	400-1	500-1	500-1 1/2
				S-dn-6R*	200-1 1/2	200-1 1/2	200-1 1/2
				A-dn	600-2	600-2	600-2

Radar available.
Procedure turn N side of crs, 244° Outbnd, 064° Inbnd, 2500' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2000'.
Altitude of glide slope and distance to approach end of runway at OM, 2048'—4.6 miles; at MM, 924'—1 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing LOM, climb to 2000' on 064° heading and contact Guam approach control.
NOTES: (1) This procedure applies to civil aircraft and prior approval required from commander, Andersen AFB. (2) Glide slope angle, 2.98°. (3) Reductions not authorized.
*400-1 required when glide slope not utilized.

City, Guam, Mariana Islands; Airport name, Andersen AFB; Elev., 605'; Fac. Class., ILS; Ident., I-UAM; Procedure No. ILS-6R, Amdt. 1; Eff. date, 24 Sept. 66; Sup. Amdt. No. Orig.; Dated, 26 Mar. 66

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Hyannis VOR.....	Hyannis LOM.....	Direct.....	1500	T-dn#..... C-dn..... S-dn-24*..... A-dn.....	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1½ 500-1½ 400-1 800-2

Radar available.

Procedure turn S side of crs, 066° Outbnd, 246° Inbnd, 1500' within 10 miles. Nonstandard.

Minimum altitude over facility on final approach crs, 1400'.

Crs and distance, facility to airport, 246°—3.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing HY LOM, make a left-climbing turn to 1500', returning to the HY LOM. Hold NE of HY LOM, 246° Inbnd, 1-minute left turns.

No glide slope.

*Takeoff minimums of 300-1 required for Runway 24.

400-1½ authorized with operative ALS and high-intensity runway lights, except for turbojet aircraft.

400-¾ authorized with operative high-intensity runway lights, except for turbojet aircraft.

City, Hyannis; State, Mass.; Airport name, Barnstable Municipal; Elev., 52'; Fac. Class., ILS; Ident., I-HYA; Procedure No. ILS-24, Amdt. 5; Eff. date, 24 Sept. 66; Sup. Amdt. No. 4; Dated, 20 Mar. 65

EPH VOR.....	MW RBn.....	Direct.....	2900	T-dn%.....	300-1	300-1	200-1½
MWH VOR.....	MW RBn.....	Direct.....	2900	C-dn.....	600-1	600-1	600-1½
Potholes Int.....	MW RBn.....	Direct.....	2900	S-dn-32.....	200-1½	200-1½	200-1½
Wilson Creek Int.....	MW RBn.....	Direct.....	3200	A-dn.....	700-2	700-2	700-2

Procedure turn E side of crs, 141° Outbnd, 321° Inbnd, 2900' within 10 miles.

Altitude of glide and distance to approach end of runway at OM, 2523°—4.7 miles at MM, 1402°—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing OM, turn left, climb to 2900' direct MW RBn.

NOTES: (1) Weather service available 0600-2200 local time. (2) Alternate minimums not authorized when weather service not available. (3) Use Ephrata altimeter setting when control zone not effective.

%Takeoffs all runways: Climb direct to the Ephrata VOR, then continue on R 060° within 10 miles to cross the EPH VOR at or above: Southwestbound, V2/V48—2800'; westbound, V2N—2800'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., ILS; Ident., I-MWH; Procedure No. ILS-32, Amdt. Orig.; Eff. date, 24 Sept. 66

Linden VOR.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Woodward Int.....	LOM.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1½
SCK VOR.....	LOM.....	Direct.....	2000	S-dn-29R.....	300-1½	300-1½	300-1½
Orange Int.....	LOM.....	Direct.....	2000	A-dn.....	600-2	600-2	600-2

Procedure turn N side of crs, 111° Outbnd, 291° Inbnd, 2000' within 10 miles of OM.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1528°—5.4 miles; at MM, 248°—0.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000' on SCK VOR, R 229° or on 233° bearing from SC LOM within 15 miles.

NOTE: Back crs unusable.

City, Stockton; State, Calif.; Airport name, Stockton Metropolitan; Elev., 29'; Fac. Class., ILS; Ident., I-SCK; Procedure No. ILS-29R, Amdt. 6; Eff. date, 24 Sept. 66; Sup. Amdt. No. 5; Dated, 27 Nov. 65

6. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
000°.....	360°.....	Within:	4000	T-dn.....	300-1	300-1	200-1½
000°.....	360°.....	40 miles.....	3000	C-dn.....	500-1	500-1	500-1½
000°.....	360°.....	30 miles.....	2700	Precision approach			
000°.....	360°.....	15 miles.....	2000	S-dn-15 and 33.....	200-1½	200-1½	200-1½
000°.....	360°.....	10 miles.....		A-dn.....	600-2	600-2	600-2
				Surveillance approach			
				S-dn-15 and 33.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

If visual contact not established on descent to authorized landing minimums or if landing not accomplished, Runway 15: Make right-climbing turn to 2000' direct BGR VOR. Hold S of BGR VOR, one-minute left turns, 020° Inbnd. Runway 33: Climb to 2000' direct BGR VOR. Hold S of BGR VOR, 1-minute left turns, 020° Inbnd.

NOTE: Standard clearance of 1000' within 3 miles must be provided over a 1749' antenna 12 miles SW of airport.

CAUTION: 327' standpipe, 0.5 mile NE of approach end Runway 33, 632' antenna, 2.5 miles NE of airport; 920' antenna, 5.9 miles SE of airport.

City, Bangor; State, Maine; Airport name, Dow AFB; Elev., 192'; Fac. Class., Dow Radar; Procedure No. 1, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 9 July 66

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All directions. All directions. 160°	Radar site	Within:	2500	C-dn	Precision approach		600-1½
	Radar site	25 miles	1500	S-dn-4R**	600-1	600-1	200-½
	223°	20 miles	1000	A-dn-4R	200-½	200-½	600-2
		4-15 miles			600-2	600-2	
					Surveillance approach		
				T-dn*	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-4L	600-1	600-1	600-1
				S-dn-13L	500-1	500-1	500-1
				S-dn-22R	500-1	500-1	500-1
				S-dn-31R	500-1	500-1	500-1
				A-dn-All	800-2	800-2	200-2

All bearings are from the radar site with azimuth progressing clockwise.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runways 4R, 4L: Make right-climbing turn to 3000' on JFK VOR, R 077° to DPK VOR. Hold E, 1-minute left turns, Inbnd crs, 257°. Runway 13L: Climb straight ahead to intercept JFK, R 077°, proceed to DPK VOR climbing to 3000'. Hold E, DPK VOR, 1-minute left turns, 257° Inbnd. Runways 22R, 31R: Make left-climbing turn to 2000' on JFK VOR, R 189° to Channel Int. Hold S, 1-minute right turns, Inbnd crs, 009°.
*Except W of LGA VOR, R 045°-219°, 2500' minimum altitude required.
*Runway 13L only: Maintain 800' until passing 3-mile Radar Fix.
**RVR Runways 4R, 22L, 2000' 4-engine turbojet, 1800' other aircraft. RVR runway 31L, 2000'. RVR 31R, 2400'.
**RVR 2000' 4-engine turbojet, 1800' other aircraft. Descent below 212' not authorized unless ALS visible.
%400-¾ (RVR 4000') authorized with operative HIRL, except for 4-engine turbojet aircraft.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., Kennedy Radar; Procedure No. 1, Amdt. 12; Eff. date, 24 Sept. 66; Sup. Amdt. No. 11; Dated, 18 June 66

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on August 17, 1966.

JAMES F. RUDOLPH,
Acting Director, Flight Standards Service.

[F.R. Doc. 66-9232; Filed, Sept. 1, 1966; 8:45 a.m.]

SUBCHAPTER I—AIRPORTS

[Docket No. 7581; Amdt. 151-13]

PART 151—FEDERAL AID TO AIRPORTS

Incorporation of Technical Guidelines

The purpose of this amendment is to incorporate into Part 151 of the Federal Aviation Regulations certain technical guidelines, now set forth in Advisory Circulars, that govern airport development projects under the Federal-Aid to Airports Program in addition to the standards already set forth in the body and appendices of Part 151.

Incorporation of these guidelines is being effected by adding a list containing the pertinent Advisory Circulars, or parts of Circulars, as Appendix I to Part 151. The technical guidelines in the Circulars on that list are being made mandatory standards by new § 151.72. Advisory Circulars not made mandatory by Part 151 will retain their character of recommendations to airports receiving Federal assistance, and all technical standards in Part 151 or in Advisory Circulars will continue to be recommended to airports that do not receive Federal assistance.

Section 151.72 confers authority on the Director, Airports Service, to add Advisory Circulars to the list and to strike obsolete ones. His present authority to issue, amend, and revoke Advisory Circulars remains unimpaired. Section 151.72 provides that copies of the Circulars on the list are available to interested persons and states where the copies can be obtained. It also states how conflicts between incorporated provisions, or between them and other regulations, are resolved.

This amendment also adds a new § 151.99 that confers authority on the Director, Airports Service, and each Regional Director to allow modifications of programing standards under stated conditions.

This rule-making action is taken on the authority of sections 2 through 15 and 17 through 20 of the Federal Airport Act (49 U.S.C. 1101-1114, 1116-1119). Since it relates to public property, grants and benefits, notice and public procedure thereon are not required.

In consideration of the foregoing, effective October 2, 1966, Part 151 of the Federal Aviation Regulations (14 CFR Part 151) is hereby amended as set forth below.

Issued in Washington, D.C., on August 26, 1966.

WILLIAM F. MCKEE,
Administrator.

Part 151 of the Federal Aviation Regulations, 14 CFR Part 151, is hereby amended as follows:

1. By adding the following new sections:

§ 151.72 Incorporation by reference of technical guidelines in Advisory Circulars.

(a) Provisions incorporated; mandatory standards. The technical guidelines in the Advisory Circulars, or parts of Circulars, listed in Appendix I of this part, are incorporated into this subpart by reference. Guidelines so incorporated are mandatory standards and apply in addition to the other standards in this

subpart. No provision so incorporated and made mandatory supersedes any provision of this Part 151 (other than of App. I) or of any other part of the Federal Aviation Regulations. Each Circular is incorporated with all amendments outstanding at any time unless the entry in Appendix I of this part states otherwise.

(b) Amendments of Appendix I. The Director, Airports Service, may add to, or delete from, Appendix I of this part any Advisory Circular or part thereof.

(c) Availability of Advisory Circulars. The Advisory Circulars listed in Appendix I of this part may be inspected and copied at any FAA Regional Office, Area Office, or Airports District Office. Copies of the Circulars that are available free of charge may be obtained from any of the offices or from the Federal Aviation Agency, Printing Branch, HQ-438, Washington, D.C. 20553. Copies of the Circulars that are for sale may be bought from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 for the price listed.

§ 151.99 Modifications of programing standards.

The Director, Airports Service, or the Regional Director concerned may, on individual projects, when necessary for adaptation to meet local conditions, modify any standard set forth in or incorporated into this subpart, if he determines that the modification will provide an acceptable level of safety, economy, durability, or workmanship.

2. By adding the following new Appendix:

APPENDIX I

Lists of Advisory Circulars incorporated by § 151.72:
(a) *Circulars available free of charge.*

Number	Subject
AC 150/5300-3	Adaptation of TSO-N18 Criterion to Clearways and Stopways.
AC 150/5325-2A	Airport Surface Areas Gradient Standards.
AC 150/5325-4	Runway Length Requirements for Airport Design.
AC 150/5330-2	Runway/Taxiway Widths and Clearances.
AC 150/5340-1A	Marking of Serviceable Runways and Taxiways.
AC 150/5340-3	Configuration Details of In-Runway Lighting: Touchdown Zone, Runway Centerline, and Taxiway Turnoff Lighting Systems.
AC 150/5340-4	Installation Details for In-Runway Lighting.
AC 150/5340-5	Segmented Circle Airport Marker System.
AC 150/5340-7	Marking of Deceptive, Closed, and Hazardous Areas on Airports.
AC 150/5340-13	High Intensity Lighting System.
AC 150/5340-14	Economy Approach Lighting Aids.
AC 150/5340-15	Taxiway Lighting System.
AC 150/5345-1	Approved Airport Lighting Equipment.
AC 150/5345-2	Specification for L-810 Obstruction Light.
AC 150/5345-3	Specification for L-821 Airport Lighting Panel for Remote Control of Airport Lighting.
AC 150/5345-4	Specification for L-829 Internally Lighted Airport Taxi Guidance Sign.
AC 150/5345-5	Specification for L-847 Circuit Selector Switch, 5000 Volt 20 Ampere.
AC 150/5345-6	Specification for L-809 Airport Light Base and Transformer Housing.
AC 150/5345-7	Specification for L-824 Underground Electrical Cables for Airport Lighting Circuits.
AC 150/5345-8	Specification for L-840 Low Intensity Runway, Landing Strip and Taxiway Light.
AC 150/5345-9A	Specification for L-819 Fixed Focus Bidirectional High Intensity Runway Light.
AC 150/5345-10A	Specification for L-828 Constant Current Regulator with Stepless Brightness Control.
AC 150/5345-11	Specification for L-812 Static Indoor Type Constant Current Regulator Assembly, 4 KW and 7½ KW, with Brightness Control for Remote Operation.
AC 150/5345-12	Specification for L-801 Beacon for Small Airports.
AC 150/5345-13	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits.
AC 150/5345-14	Specification for L-827 "A" Frame Hinged Support for 12-Foot Wind Cone.
AC 150/5345-15	Specification for L-842 Airport Centerline Light.
AC 150/5345-16	Specification for L-843 Airport In-Runway Touchdown Zone Light.

Number	Subject
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AC 150/5345-17	Specification for L-845 Semiflush Inset Prismatic Airport Light.
AC 150/5345-18	Specification for L-811 Static Indoor Type Constant Current Regulator Assembly, 4 KW; With Brightness Control and Runway Selection for Direct Operation.
AC 150/5345-19	Specification for L-838 Semiflush Prismatic Airport Light.
AC 150/5345-20	Specification for L-802 Runway and Strip Light.
AC 150/5345-21	Specification for L-813 Static Indoor Type Constant Current Regulator Assembly; 4 KW and 7½ KW; for Remote Operation of Taxiway Lights.
AC 150/5345-22	Specification for L-834 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 Volt Series Circuit.
AC 150/5345-23	Insulation for L-822 Taxiway Edge Light.
AC 150/5345-24	Specification for L-849 Condenser Discharge Type Flashing Light.
AC 150/5345-25	Specification for L-848 Medium Intensity Approach Light Bar Assembly.
AC 150/5345-26	Specification for L-823 Plug and Receptacle, Cable Connectors.
AC 150/5345-27	Specification for L-807 Eight-Foot Illuminated Wind Cone.
AC 150/5345-30	Specification for L-846 Electrical Wire for Lighting Circuits To Be Installed in Airport Pavements.
AC 150/5345-31	Specification for L-833 Individual Lamp Series-to-Series Type Insulating Transformer for 600 Volt or 3,000 Volt Series Circuits.
AC 150/5345-32	Specification for L-837 Large-Size Light Base and Transformer Housing.
AC 150/5345-33	Specification for L-844 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 Volt Series Circuit 20/6.6 Amperes 200 Watt.
AC 150/5345-34	Specification for L-839 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 Volt Series Circuit 6.6/20 Amperes 300 Watt.
AC 150/5345-35	Specification for L-816 Circuit Selector Cabinet Assembly for 600 Volt Series Circuits.
AC 150/5345-36	Specification for L-808 Lighted Wind Tee.
AC 150/5345-37A	FAA Specification L-850, Light Assembly, Airport Runway, Centerline.
AC 150/5370-3	Materials and Tests Required by AC 150/5370-1, Standard Specifications for Construction of Airports.
AC 150/5310-1	Preparation of Airport Layout Plans.
(b) <i>Circulars for sale at the price stated.</i>	
AC 150/5370-1	Standard Specifications for Construction of Airports; \$2.75.
AC 150/5370-1, CH 1	Standard Specifications for Construction of Airports; \$0.35.

[F.R. Doc. 66-9574; Filed, Sept. 1, 1966; 8:46 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

PART 131—HANDLING OF ANTI- HOG-CHOLERA SERUM AND HOG- CHOLERA VIRUS

Budget of Expenses and Rates of Assessment for 1966

On July 19, 1966, a notice of proposed rule making was published in the *FEDERAL REGISTER* (31 F.R. 9745-46) regarding the budget of expenses and the fixing of the rates of assessment for the calendar year 1966, under the marketing agreement and the marketing order (9 CFR 131.1 et seq.), regulated the handling of anti-hog-cholera serum and hog-cholera virus. This regulatory program is effective pursuant to Public Law No. 320, 74th Congress, approved August 24, 1935 (7 U.S.C. 851 et seq.).

The notice provided a period of 30 days for interested parties to file data, views, or arguments with the Hearing Clerk. After consideration of all relevant matters, including the proposals set forth in the aforesaid notice, it is hereby found and determined that:

Section 131.166 is added to read as follows:

§ 131.166 Budget of expenses and rates of assessment for the calendar year 1966.

(a) *Budget of expenses.* The expenses which will necessarily be incurred by the Control Agency, established pursuant to the provisions of the marketing agreement and of the marketing order §§ 131.1 to 131.113, for the maintenance and functioning of said Agency during the calendar year 1966, will amount to \$43,065.00 under the recommendation of the Control Agency, from which shall be deducted the unexpended balance of \$11,536.91 on hand with said Control Agency on January 1, 1966, from assessments collected during the calendar year 1965, leaving a balance of \$31,528.09 to be collected during the calendar year 1966.

(b) *Rates of assessment.* Of the amount of \$31,528.09 to be collected during the calendar year 1966, the sum of \$26,767.35 shall be assessed against handlers who are manufacturers, and \$4,760.74 shall be assessed against handlers who are wholesalers. The pro rata share of the expenses of the Control Agency to be paid for the calendar year 1966 by each handler who is a manufacturer shall be \$23.20 for each \$10,000 or fraction thereof of serum and virus sold by such handler during the calendar year 1965 and the pro rata share of such expenses to be paid for the calendar year 1966 by each handler who is a wholesaler shall be \$25.00 for the first \$10,000 or fraction thereof and \$3.56 for each additional \$10,000 or fraction thereof of serum and virus sold by such handler. Such assessments shall be paid by each respective handler in accordance with

the applicable provisions of the marketing agreement and order (§§ 131.1 to 131.113).

(c) *Terms.* As used in this section, the term "handler," "manufacturer," "wholesaler," "virus," and "serum" shall have the same meaning as is given to each such term in said marketing agreement and marketing order (§§ 131.1 to 131.113).

Findings relative to effective date. It is hereby further found that (1) the fiscal year of the Control Agency established pursuant to the provisions of the marketing agreement and the marketing order corresponds to the calendar year, and the current calendar year 1966 is already well advanced; (2) the expenses of operating this regulatory program since January 1, 1966, have been paid with funds representing assessments collected in excess of expenses incurred during the calendar year 1965 and prepayments of a portion of their 1966 assessments by manufacturer and wholesaler handlers; (3) nearly all such funds have now been expended; (4) in order for the administrative assessments to be collected, it is essential that the specification of the assessment rates be effective immediately so as to enable the Control Agency to perform its respective duties and functions under the aforesaid marketing agreement and marketing order; and (5) no preparation with respect to this determination is required of persons regulated which cannot be completed prior to the effective date hereof. Wherefore, it is hereby determined that good cause exists for making this determination effective upon its publication in the *FEDERAL REGISTER*.

(Sec. 60, 49 Stat. 782; 7 U.S.C. 855)

Done at Washington, D.C., this 29th day of August 1966, to become effective upon publication in the *FEDERAL REGISTER*.

R. J. ANDERSON,
Deputy Administrator,
Agricultural Research Service.

[F.R. Doc. 66-9595; Filed, Sept. 1, 1966;
8:48 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Sale of Silverware Through Plan Involving Lottery Rejected

§ 15.87 Sale of silverware through plan involving lottery rejected.

(a) The Commission issued an advisory opinion (with Commissioner Elman not concurring) in which it disapproved a silverware manufacturer's plan because it involved the sale of merchandise by means of a lottery.

(b) Under the terms of the proposed plan, advertisements will be published

inviting the reader to complete a contest entry form specifying his preference among certain flatware featured therein, together with his name and address. The reader will be invited to leave said form with the manufacturer's dealer or, in lieu of using the form featured in the advertisement, he can obtain the same form at his dealer or print the same information on a blank piece of paper and leave it with the dealer. At the conclusion of the contest, each dealer will draw the name of one contestant who will receive a free 4-piece place setting in the pattern specified on his entry form.

(c) There is absolutely no requirement on the part of any participant or winner to purchase or promise to purchase any merchandise. However, the rules further provide that if the winner purchased other settings in his particular pattern during the period of the contest, the dealer will donate additional pieces in that pattern equivalent in retail value to those purchased.

(d) In its advisory opinion, the Commission took the position that "the portion of the plan which awards a 4-piece place setting to the winner is unobjectionable."

(e) "However," the Commission added, "the matching provision on the part of the dealer creates the element of consideration on the part of participants and therefore constitutes the sale of merchandise by means of a lottery or by means of a chance or gaming device contrary to the provisions of section 5 of the FTC Act. As a result, the Commission cannot give its approval to this aspect of your proposed plan in its present form."

(38 Stat. 717, as amended; 15 U.S.C. 41-58)

Issued: September 1, 1966.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-9604; Filed, Sept. 1, 1966;
8:48 a.m.]

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER B—REGULATIONS AFFECTING MARITIME CARRIERS AND RELATED ACTIVITIES

[General Order 39, 3d Rev., Amdt. 2]

PART 222—STATEMENTS, REPORTS, AND AGREEMENTS REQUIRED TO BE FILED

Forms of Vessel Utilization and Per- formance Reports Prescribed

Effective September 1, 1966, § 222.2 of this part is hereby amended to read as follows:

§ 222.2 Forms of vessel utilization and performance reports prescribed.

Pursuant to authority of section 212 (A) of the Merchant Marine Act, 1936, as amended by Public Law 612, 84th Congress; 70 Stat. 332; 46 U.S.C. 1122a, the Secretary of Commerce has determined

that it is necessary and desirable in order to carry out the purposes and provisions of the Merchant Marine Act, 1936, as amended (49 Stat. 1985, et seq.; 46 U.S.C. 1101, et seq.) to require an operator of a vessel in waterborne foreign commerce of the United States to file an accurate report on Form MA-578 with respect to passenger and dry cargo vessels and an accurate report on Forms MA-7803 and MA-7804 with respect to tankers; such Forms and Instructions for the preparation thereof are hereby prescribed and approved.¹ An accurate report on Form MA-578, Vessel Utilization and Performance Report, shall be filed in duplicate with the appropriate district director of customs for transmittal to the Maritime Administration by the operator of every self-propelled dry cargo and passenger vessel of 1,000 or more gross registered tons before midnight of the 15th day after entry into the first U.S. port and before midnight within 15 working days (Saturdays, Sundays, and Holidays excluded) after clearing the last U.S. port. Operators desiring to submit combination reports for dry cargo and passenger vessels (inbound and outbound portions) after clearing the final U.S. port may do so upon obtaining written permission from the Maritime Administration, Washington, D.C. 20235. Separate reports on Forms MA-7803 and MA-7804 for tankers shall be filed within 15 working days after entering or clearing. Forms MA-578, MA-7803 and MA-7804 are required to be filed in duplicate for all voyages of merchant vessels operated by or for the account of the Department of Defense except vessels of the Military Sea Transportation Service (MSTS) nucleus fleet.

By agreement with the Bureau of Customs, District Directors will be responsible for policing receipts of dry cargo vessel inbound, outbound and combination inbound/outbound reports on Form MA-578 as well as tanker inbound and outbound reports on Forms MA-7803 and MA-7804.

The changes effected in this amendment being minor in nature, it is considered impracticable to delay the effective date thereof; therefore, the foregoing shall become effective as stated at the beginning of this document.

The reporting requirements herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114)

By order of the Acting Maritime Administrator.

¹ Copy each of the Form MA-578 (Rev. 8-66) and Instructions for its use were filed with the Office of the Federal Register; Forms MA-7803 and MA-7804 and Instructions were filed previously with said Office. These forms and instructions may be obtained from the Marine Section, District Director of Customs at United States ports.

Dated: August 29, 1966.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 66-9603; Filed, Sept. 1, 1966;
8:48 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart C—Food Additives Permitted in Feed and Drinking Water of Animals or for the Treatment of Food-Producing Animals

Subpart D—Food Additives Permitted in Food for Human Consumption

Subpart E—Substances for Which Prior Sanctions Have Been Granted

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

PIPERONYL BUTOXIDE AND PYRETHRINS IN THE OUTER PLY OF MULTIWALL PAPER BAGS

A notice was published in the FEDERAL REGISTER of June 25, 1965 (30 F.R. 8165), proposing that the prior sanction for the use of pyrethrins in combination with piperonyl butoxide in the outer ply of multiwall paper bags, which was granted on the basis that these substances would not reasonably be expected to migrate to food in such bags, be withdrawn and tolerances be established for the residues that result. The proposal was based on the data in a petition (FAP 4H1455) submitted by Fairfield Chemicals, FMC Corp., 100 Niagara Street, Middleport, N.Y. 14105.

In response to the notice, the Paper Shipping Sack Manufacturers' Association commented that the proposal with respect to limiting use of the treated bags to dried foods or feeds containing 4 percent fat or less would present practical difficulties. Data presented by the U.S. Department of Agriculture show that the ratio of the total bag surface area to the capacity decreases proportionately as the capacity of the bag increases, and that the proposed limitation can be replaced by one permitting dried foods or feeds, regardless of fat content, to be packaged only in treated bags of 50 pounds or more capacity.

The Commissioner of Food and Drugs, having evaluated the data in the petition, comment received, and additional representation on the proposal, has concluded that the food additive regulations should be amended as set forth below to provide for the safe use of piperonyl butoxide and pyrethrins as described. Therefore, pursuant to the provisions of the Federal Food, Drug, and

Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120; 31 F.R. 3008), Part 121 is amended in the following respects:

1. Two new sections are added to Subpart C, as follows:

§ 121.289 Piperonyl butoxide.

The food additive piperonyl butoxide may be safely used in accordance with the following prescribed conditions:

(a) It is used or intended for use in combination with pyrethrins for control of insects on the outer ply of multiwall paper bags of 50 pounds or more capacity in amounts not exceeding 60 milligrams per square foot.

(b) It is used in combination with pyrethrins, whereby the amount of piperonyl butoxide is equal to 10 times the amount of pyrethrins in the formulation.

(c) A tolerance of 10 parts per million is established for residues of piperonyl butoxide in or on dried feeds when present as the result of migration from its use on the outer ply or multiwall paper bags of 50 pounds or more capacity.

(d) To assure safe use of the additive, its label and labeling shall conform to that registered with the U.S. Department of Agriculture.

(e) Where tolerances are established under sections 408 and 409 of the act on both raw agricultural commodities and processed foods made therefrom, the total residues of piperonyl butoxide in or on the processed food shall not be greater than that permitted by the larger of the two tolerances.

§ 121.290 Pyrethrins.

The food additive pyrethrins may be safely used in accordance with the following prescribed conditions:

(a) It is used or intended for use in combination with piperonyl butoxide for control of insects on the outer ply of multiwall paper bags of 50 pounds or more capacity in amounts not exceeding 6 milligrams per square foot.

(b) It is used in combination with piperonyl butoxide, whereby the amount of pyrethrins is equal to 10 percent of the amount of piperonyl butoxide in the formulation.

(c) A tolerance of one part per million is established for residues of pyrethrins in or on dried feeds when present as the result of migration from its use on the outer ply of multiwall paper bags of 50 pounds or more capacity.

(d) To assure safe use of the additive, its label and labeling shall conform to that registered with the U.S. Department of Agriculture.

(e) Where tolerances are established under sections 408 and 409 of the act on both raw agricultural commodities and processed foods made therefrom, the total residues of pyrethrins in or on the processed food shall not be greater than that permitted by the larger of the two tolerances.

2. Sections 121.1074 and 121.1075 are revised to read as follows:

§ 121.1074 Piperonyl butoxide.

The food additive piperonyl butoxide may be safely used in accordance with the following prescribed conditions:

(a) It is used or intended for use in combination with pyrethrins for control of insects:

(1) In cereal grain mills and in storage areas for milled cereal grain products.

(2) On the outer ply of multiwall paper bags of 50 pounds or more capacity in amounts not exceeding 60 milligrams per square foot.

(b) It is used in combination with pyrethrins, whereby the amount of piperonyl butoxide is equal to 10 times the amount of pyrethrins in the formulation.

(c) A tolerance of 10 parts per million is established for residues of piperonyl butoxide in or on:

(1) Milled fractions derived from cereal grains when present therein as a result of its use in cereal grain mills and in storage areas for milled cereal grain products.

(2) Dried foods when present as a result of migration from its use on the outer ply of multiwall paper bags of 50 pounds or more capacity.

(d) To assure safe use of the additive, its label and labeling shall conform to that registered with the U.S. Department of Agriculture.

(e) Where tolerances are established under sections 408 and 409 of the act on both raw agricultural commodities and processed foods made therefrom, the total residues of piperonyl butoxide in or on the processed food shall not be greater than that permitted by the larger of the two tolerances.

§ 121.1075 Pyrethrins.

The food additive pyrethrins may be safely used in accordance with the following prescribed conditions:

(a) It is used or intended for use in combination with piperonyl butoxide for control of insects:

(1) In cereal grain mills and in storage areas for milled cereal grain products.

(2) On the outer ply of multiwall paper bags of 50 pounds or more capacity in amounts not exceeding 6 milligrams per square foot.

(b) It is used in combination with piperonyl butoxide, whereby the amount of pyrethrins is equal to 10 percent of the amount of piperonyl butoxide in the formulation.

(c) A tolerance of one part per million is established for residues of pyrethrins in or on:

(1) Milled fractions derived from cereal grains when present as a result of its use in cereal grain mills and in storage areas for milled cereal grain products.

(2) Dried foods when present as the result of migration from its use on the outer ply of multiwall paper bags of 50 pounds or more capacity.

(d) To assure safe use of the additive, its label and labeling shall conform to that registered with the U.S. Department of Agriculture.

(e) Where tolerances are established under sections 408 and 409 of the act on both raw agricultural commodities and processed foods made therefrom, the total residues of pyrethrins in or on the processed food shall not be greater than that permitted by the larger of the two tolerances.

§ 121.2001 [Amended]

3. Section 121.2001 *Substances employed in the manufacture of food-packaging materials* is amended by deleting from paragraph (h) the item "Pyrethrins in combination with piperonyl butoxide in outside plies of multiwall bags."

§ 121.2571 [Amended]

4. Section 121.2571 *Components of paper and paperboard in contact with dry food* is amended by deleting from the list of substances in paragraph (b) (2) the item "Pyrethrins in combination with piperonyl butoxide" and its limitations.

5. A new section is added to Subpart F, as follows:

§ 121.2573 Piperonyl butoxide and pyrethrins as components of outer ply of multiwall paper bags.

Piperonyl butoxide in combination with pyrethrins may be safely used for insect control on the outer ply of multiwall paper bags that are intended for use in contact with dried feed in compliance with §§ 121.289 and 121.290, or that are intended for use in contact with dried food in compliance with §§ 121.1074 and 121.1075.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1))

Dated: August 24, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9628; Filed, Sept. 1, 1966; 8:50 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

POLYSORBATE 80; CORRECTION

In F.R. Doc. 66-8895 appearing in the issue of Tuesday, August 16, 1966, on page 10886, the designation of the subparagraph added to § 121.1009(c) is changed from "(9)" to "(10)".

Dated: August 24, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9629; Filed, Sept. 1, 1966; 8:50 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

POLYSORBATE 80

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 6A2033) filed by Atlas Chemical Industries, Inc., Wilmington, Del. 19899, and other relevant material, has concluded that the food additive regulations should be amended to prescribe the safe use of polysorbate 80 as a dispersing agent in gelatin desserts and in gelatin dessert mixes. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120; 31 F.R. 3008), § 121.1009(c) is amended by adding a new subparagraph (11), as follows:

§ 121.1009 Polysorbate 80.

(c) * * *

(11) As a dispersing agent in gelatin desserts and in gelatin dessert mixes, whereby the amount of the additive does not exceed 0.082 percent on a dry weight basis.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the **FEDERAL REGISTER**.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348 (c)(1))

Dated: August 26, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9630; Filed, Sept. 1, 1966;
8:50 a.m.]

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting from Contact with Containers or Equipment and Food Additives Otherwise Affecting Food

SURFACE LUBRICANTS USED IN THE MANUFACTURE OF METALLIC ARTICLES

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 6B1967) filed by E. F. Houghton & Co., 303 West Lehigh Avenue, Philadelphia, Pa. 19133, and other relevant material, has concluded that the food additive regulations should be amended to provide for the safe use of methyl esters of coconut oil fatty acids in surface lubricants used in the manufacture of metallic food-contact articles under conditions such that the total residual lubricant does not exceed 0.015 milligram per square inch of food-contact surface. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120; 31 F.R. 3008), § 121.2531(a)(2) is amended by inserting alphabetically in the list of substances a new item, as follows:

§ 121.2531 Surface lubricants used in the manufacture of metallic articles.

- | | |
|-----------|-------|
| (a) * * * | * * * |
| (2) * * * | * * * |

List of substances	Limitations
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Methyl esters of coconut oil fatty acids.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the **FEDERAL REGISTER** file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief

sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the **FEDERAL REGISTER**.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348 (c)(1))

Dated: August 26, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9631; Filed, Sept. 1, 1966;
8:50 a.m.]

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting from Contact with Containers or Equipment and Food Additives Otherwise Affecting Food

RESINOUS AND POLYMERIC COATINGS FOR POLYOLEFIN FILMS

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 6B1972) filed by Tenneco Chemicals, Inc., Newport Division, Post Office Drawer 911, Pensacola, Fla. 32502, and other relevant material, has concluded that the food additive regulations should be amended to provide for the safe use of terpene resins in resinous and polymeric food-contact coatings for polyolefin films. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120; 31 F.R. 3008), § 121.2569(b)(3)(i) is amended by inserting alphabetically in the list of substances a new item, as follows:

§ 121.2569 Resinous and polymeric coatings for polyolefin films.

- | | |
|-----------|-------|
| (b) * * * | * * * |
| (3) * * * | * * * |

List of substances	Limitations
* * *	* * *

(i) Terpene resins consisting of polymers of α -pinene, β -pinene, and/or dipentene; acid value less than 5; saponification number less than 5; and color less than 4 on the Gardner scale as measured in 50 percent mineral spirits solution.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the **FEDERAL REGISTER** file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objec-

tionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the **FEDERAL REGISTER**.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348 (c)(1))

Dated: August 26, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9632; Filed, Sept. 1, 1966;
8:51 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Ankeny National Wildlife Refuge, Oreg.

The following special regulations are issued and are effective on date of publication in the **FEDERAL REGISTER**. The limited time ensuing from the date of the adoption of the Federal migratory game bird regulations to and including the establishment of State hunting seasons make it impracticable to give public notice of proposed rule making.

§ 32.12 Special regulations; migratory game birds; for individual wildlife refuge areas.

OREGON

ANKENY NATIONAL WILDLIFE REFUGE

Public hunting of mourning doves and bandtailed pigeons on the Ankeny National Wildlife Refuge is permitted from September 1 to September 30, 1966, inclusive, but only on the areas designated by signs as open to hunting. The open area, comprising 460 acres, is delineated on maps available at the refuge headquarters, William L. Finley National Wildlife Refuge, Corvallis, Oreg., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg. 97208.

Hunting shall be in accordance with all applicable State and Federal regulations subject to the following special condition:

(1) Hunters must check in by completing Part A of the Hunter Permit-Questionnaire form and inserting in a box provided at one of the designated self-service registration stations located on the refuge, and check out at the conclusion of their hunt by completing Part B of the form and inserting in the box. Part B of the Hunter Permit form and

the map attached are the hunter's permit and must be on his person while he is afield on the area.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32 and are effective through October 1, 1966.

JOHN D. FINDLAY,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

AUGUST 25, 1966.

[F.R. Doc. 66-9576; Filed, Sept. 1, 1966; 8:46 a.m.]

PART 32—HUNTING

Hart Mountain National Antelope Refuge, Oreg.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER. The limited time ensuing from the date of the adoption of the Federal migratory game bird regulations to and including the establishment of State hunting seasons makes it impracticable to give public notice of proposed rule making.

§ 32.12 Special regulations; migratory game birds; for individual wildlife refuge areas.

OREGON

HART MOUNTAIN NATIONAL ANTELOPE REFUGE

The public hunting of ducks, geese, and coots from October 8, 1966, through January 5, 1967, and of mourning doves from September 1, 1966, through September 30, 1966, on the Hart Mountain National Antelope Refuge, Oreg., is permitted only on the area designated by signs as open to hunting. This open area, comprising 12,150 acres, is delineated on maps available at refuge headquarters, Lakeview, Oreg., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg. 97208. Hunting shall be in accordance with all applicable State and Federal regulations subject to the following special condition:

(1) Camping will be permitted at designated areas only.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 5, 1967.

PAUL T. QUICK,
Regional Director, Bureau of Sport Fisheries and Wildlife.

AUGUST 26, 1966.

[F.R. Doc. 66-9580; Filed, Sept. 1, 1966; 8:46 a.m.]

PART 32—HUNTING

William L. Finley National Wildlife Refuge, Oreg.

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER.

cation in the FEDERAL REGISTER. The limited time ensuing from the date of the adoption of the Federal migratory game bird regulations to and including the establishment of State hunting seasons make it impracticable to give public notice of proposed rule making.

§ 32.12 Special regulations; migratory game birds; for individual wildlife refuge areas.

OREGON

WILLIAM L. FINLEY NATIONAL WILDLIFE REFUGE

Public hunting of mourning doves and bandtailed pigeons on the William L. Finley National Wildlife Refuge is permitted from September 1 to September 30, 1966, inclusive, but only on the areas designated by signs as open to hunting. The open area comprising 1,700 acres is delineated on maps available at the refuge headquarters, William L. Finley National Wildlife Refuge, Corvallis, Oreg., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg. 97208.

Hunting shall be in accordance with all applicable State and Federal regulations subject to the following special condition:

(1) Hunters must check in by completing Part A of the Hunter Permit-Questionnaire form and inserting in a box provided at one of the designated self-service registration stations located on the refuge, and check out at the conclusion of their hunt by completing Part B of the form and inserting in the box. Part B of the Hunter Permit form and the map attached are the hunter's permit and must be on his person while he is afield on the area.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32 and are effective through October 1, 1966.

PAUL T. QUICK,
Regional Director, Bureau of Sport Fisheries and Wildlife.

AUGUST 25, 1966.

[F.R. Doc. 66-9578; Filed, Sept. 1, 1966; 8:46 a.m.]

PART 32—HUNTING

Cold Springs National Wildlife Refuge, Oreg.

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

OREGON

COLD SPRINGS NATIONAL WILDLIFE REFUGE

The public hunting of ring-necked pheasants on the Cold Springs National Wildlife Refuge, Oreg., is permitted from October 22 through November 27, 1966; the hunting of quail is permitted from October 22, 1966, through January 15,

1967; and the hunting of chukar and Hungarian partridge is permitted from October 1, 1966, through January 15, 1967, but only on the area designated by signs as open to hunting. This open area comprising 900 acres is delineated on a map available at refuge headquarters, McNary National Wildlife Refuge, Burbank, Wash., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg. 97208.

Hunting shall be in accordance with all applicable State and Federal regulations subject to the following special conditions:

(1) Cars will be permitted on the public hunting area only at designated parking locations.

(2) Hunters will report at such checking stations as may be established when entering or leaving the area.

(3) Hunting will be permitted only on Saturdays, Sundays, and Wednesdays of each week.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 15, 1967.

PAUL T. QUICK,
Regional Director, Portland, Oreg.

AUGUST 25, 1966.

[F.R. Doc. 66-9577; Filed, Sept. 1, 1966; 8:46 a.m.]

PART 32—HUNTING

William L. Finley National Wildlife Refuge, Oreg.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

OREGON

WILLIAM L. FINLEY NATIONAL WILDLIFE REFUGE

The public hunting of pheasants and quail is permitted on the William L. Finley National Wildlife Refuge, Oreg., from October 22 through November 6, 1966, on areas designated by signs as open to hunting. The open area, comprising 1,700 acres, is delineated on a map available at refuge headquarters, William L. Finley National Wildlife Refuge, Corvallis, Oreg., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg. 97208.

Hunting shall be in accordance with all applicable State and Federal regulations subject to the following special condition:

(1) Hunters must check in by completing Part A of the Hunter Permit-Questionnaire form and inserting in a box provided at one of the designated self-service registration stations located on the refuge, and check out at the conclusion of their hunt by completing Part B of the form and inserting in the box.

Part B of the Hunter Permit form and the map attached are the hunter's permit and must be on his person while he is afield on the area.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through November 6, 1966.

PAUL T. QUICK,
*Regional Director, Bureau of
Sport Fisheries and Wildlife.*

AUGUST 26, 1966.

[F.R. Doc. 66-9579; Filed, Sept. 1, 1966;
8:46 a.m.]

PART 32—HUNTING

Hart Mountain National Antelope Refuge, Oreg.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

OREGON

HART MOUNTAIN NATIONAL ANTELOPE REFUGE

The public hunting of pheasants is permitted from October 22 through November 27, 1966. Hunting of Hungarian partridge and chukars is permitted from October 1, 1966, through January 15, 1967. Quail hunting is permitted from October 22, 1966, through January 15, 1967. Rabbit hunting is permitted from September 1, 1966, through January 15, 1967. Hunting is permitted only on the area designated by signs as open to hunting. This open area, comprising 12,150 acres, is delineated on maps available at refuge headquarters, Lakeview, Oreg., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg. 97208.

Hunting shall be in accordance with all applicable State regulations subject to the following special condition:

(1) Camping is permitted at designated areas only.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 15, 1967.

PAUL T. QUICK,
*Regional Director, Bureau of
Sport Fisheries and Wildlife.*

AUGUST 26, 1966.

[F.R. Doc. 66-9581; Filed, Sept. 1, 1966;
8:47 a.m.]

PART 32—HUNTING

McKay Creek National Wildlife Refuge, Oreg.

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

OREGON

MCKAY CREEK NATIONAL WILDLIFE REFUGE

The public hunting of ring-necked pheasants on the McKay Creek National Wildlife Refuge, Oreg., is permitted from October 22 through November 27, 1966; the hunting of quail is permitted from October 22, 1966, through January 15, 1967; the hunting of chukar and Hungarian partridge is permitted from October 1, 1966, through January 15, 1967, but only on the area designated by signs as open to hunting. This open area, comprising 660 acres, is delineated on a map available at refuge headquarters, McNary National Wildlife Refuge, Burbank, Wash., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg. 97208.

Hunting shall be in accordance with all applicable State and Federal regulations subject to the following special conditions:

(1) Cars will be permitted on the public hunting area only at designated parking locations.

(2) Hunters will report at such checking stations as may be established when entering or leaving the area.

(3) Hunting will be permitted only on Saturdays, Sundays, and Wednesdays of each week.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 15, 1967.

PAUL T. QUICK,
Regional Director, Portland, Oreg.

AUGUST 26, 1966.

[F.R. Doc. 66-9582; Filed, Sept. 1, 1966;
8:47 a.m.]

PART 32—HUNTING

Iroquois National Wildlife Refuge, N.Y.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special Regulations; upland game; for individual wildlife refuge areas.

NEW YORK

IROQUOIS NATIONAL WILDLIFE REFUGE

Public hunting of upland game on the Iroquois National Wildlife Refuge, Basom, N.Y., is permitted from October 3 through November 19, 1966, inclusive on the area known as the Game Bird Hunting Area and designated by signs as open to hunting, and from December 7, 1966 through February 28, 1967, inclusive on the entire refuge except those areas posted as closed. The Upland Game Bird Hunting Area, comprising 4,238 acres, and other open areas comprising 6,462 acres are delineated on a map available at Refuge Headquarters, Basom, N.Y.,

and from the Regional Director, Bureau of Sport Fisheries and Wildlife, U.S. Post Office and Courthouse, Boston, Mass. 02109.

Hunting shall be in accordance with all applicable State regulations subject to the following special conditions:

(1) Ruffed grouse may be hunted only on the Upland Game Bird Hunting Area.

(2) The refuge shall be closed to hunting on Sundays. The provisions of this special regulation supplement the regulations which govern hunting on wildlife areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through February 28, 1967.

RICHARD E. GRIFFITH,
*Regional Director, Bureau of
Sport Fisheries and Wildlife.*

AUGUST 25, 1966.

[F.R. Doc. 66-9608; Filed, Sept. 1, 1966;
8:49 a.m.]

PART 32—HUNTING

Iroquois National Wildlife Refuge, N.Y.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

NEW YORK

IROQUOIS NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Iroquois National Wildlife Refuge, N.Y., is permitted from November 7 through December 6, 1966, except on areas designated by signs as closed. This open area comprising 10,700 acres is delineated on maps available at Refuge Headquarters, Basom, N.Y., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, U.S. Post Office and Courthouse, Boston, Mass. 02109. Hunting shall be in accordance with all applicable State regulations covering the hunting of deer subject to the following special condition:

(1) The refuge shall be closed to hunting on Sundays.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, as are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 6, 1966.

RICHARD E. GRIFFITH,
*Regional Director, Bureau of
Sport Fisheries and Wildlife.*

AUGUST 25, 1966.

[F.R. Doc. 66-9609; Filed, Sept. 1, 1966;
8:49 a.m.]

PART 32—HUNTING

Missisquoi National Wildlife Refuge, Vt.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game;
for individual wildlife refuge areas.

VERMONT

MISSISQUOI NATIONAL WILDLIFE REFUGE

Hunting of big game on the Missisquoi National Wildlife Refuge, Vt., is suspended for the 1966 season. Annual inventory of big game animals indicates the population is such that no hunting should be permitted this year.

RICHARD E. GRIFFITH,
*Regional Director, Bureau of
Sport Fisheries and Wildlife,
Boston, Mass.*

AUGUST 25, 1966.

[F.R. Doc. 66-9610; Filed, Sept. 1, 1966;
8:49 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Parts 110, 112, 113]

CANNED FOOD, COLD-PACK FRUIT, AND SEEDS WAREHOUSES

Proposed Revocations

Notice is hereby given in accordance with section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that the Consumer and Marketing Service, U.S. Department of Agriculture, under authority of the U.S. Warehouse Act (7 U.S.C. 241 et seq.) is considering revoking the regulations (7 CFR Part 110) relating to Canned Food Warehouses; the regulations (7 CFR Part 112) relating to Cold-Pack Fruit Warehouses; and the regulations (7 CFR Part 113) relating to Seeds Warehouses under said act.

The regulations relating to Canned Food Warehouses were originally promulgated under the act on August 11, 1926, as Service and Regulatory Announcement No. 101. There has been no appreciable activity in this commodity since 1930 when the total number of licenses reached 73. There have been few requests for new licenses since and none in the last 10 years. The last license terminated during fiscal year 1965 because the warehouseman's bond had expired. The regulations relating to Cold-Pack Fruit Warehouses were originally promulgated under the act on May 26, 1928, as Service and Regulatory Announcement No. 111. There have never been more than five licensed Cold-Pack Fruit Warehouses at one time. There have been no new licenses issued since 1934. Only one warehouse was under license from 1941 until 1965 when this license was not renewed on the bond renewable date due to failure by the warehouseman to furnish bond.

The regulations relating to Seeds Warehouses were originally promulgated under the act on November 21, 1930, as Service and Regulatory Announcement No. 122. The maximum number of warehouses licensed at one time under these regulations was 14 in 1932 soon after the regulations were promulgated. There have been no new applications since 1957 and the last license terminated at the request of the warehouseman in 1964.

Revocation of these three sets of regulations is being considered because of their limited use, and apparent lack of future interest by warehousemen in them.

Any interested persons who wish to submit written data, views, or arguments on the proposals may do so by filing them with the Director, Transportation and Warehouse Division, Consumer and Marketing Service, U.S. Department of Agriculture, Washington, D.C. 20250, within

thirty (30) days after publication hereof in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be available for public inspection at such times and places and in a manner convenient to the public business 7 CFR 1.27(b)).

Done at Washington, D.C., this 29th day of August 1966.

CLARENCE H. GIRARD,
Deputy Administrator, Regulatory Programs, Consumer and Marketing Service.

[F.R. Doc. 66-9598; Filed, Sept. 1, 1966; 8:48 a.m.]

[9 CFR Parts 324, 325]

MEAT INSPECTION

Export Stamps and Certificates; Transportation

Notice is hereby given in accordance with section 4 of the Administrative Procedure Act (5 U.S.C. 1003), that pursuant to the authority conferred by the Meat Inspection Act, as amended and extended (21 U.S.C. 71-91, 96), and delegations of authority thereunder (29 F.R. 16210, as amended; 30 F.R. 1260, as amended), the Consumer and Marketing Service is considering amending §§ 324.2, 324.3, and 325.14 of the Meat Inspection Regulations (9 CFR 324.2, 324.3, 325.14) as follows:

§ 324.2 [Amended]

1. Section 324.2 *Export stamps and certificates; instructions concerning issuance* would be amended by changing paragraph (e) to read:

(e) The duplicate of the certificate shall be delivered to the shipper and shall be delivered by him to the agent of the railroad or other carrier which transports the consignment from the United States otherwise than by water, or to the chief officer of the vessel on which the export shipment is made, and shall be used only by such carrier and only for the purpose of effecting the transportation of the consignment certified. The chief officer of the vessel shall file such duplicate with the customs officer at the time of filing the master's manifest or the supplemental manifest.

2. Section 324.3 would be amended to read:

§ 324.3 Clearance of vessels and export transportation without export certificate prohibited; exceptions.

No clearance shall be given to any vessel having on board any product destined to any foreign country, and no person operating any vessel, and no railroad or other carrier, shall receive for transportation or transport from the United States to any foreign country, any prod-

uct, unless and until an export certificate of inspection covering the same has been issued and delivered as provided in this part, except in the case of ship stores or small quantities exclusively for the personal use of the consignee and not for sale or distribution, and except for exempted product eligible for transportation under the Act, and articles eligible for transportation under §§ 324.4 and 325.14.

§ 325.14 [Amended]

3. In § 325.14, paragraph (a) would be amended by deleting the phrase "No uninspected product, and no inspected and passed product which is known to have become" and substituting therefor the phrase "No uninspected product (except ship stores, small quantities exclusively for the personal use of the consignee and not for sale or distribution, and exempted product eligible for transportation under the Act), no inspected and condemned product, and no product which is known to be".

Statement of considerations. The proposed amendments of the regulations would eliminate the present waiver of the requirement of export certificates for product exported to certain countries. Under the amendments, such certificates would be required for all countries.

The present regulation requiring export certification for shipments to certain specified countries while exempting others has led to confusion and a lack of control over exports generally. Customs officials review these export certificates as a part of clearing an export shipment. However, since the requirements are variable as to country and changes are made frequently, there is a natural confusion and a tendency to neglect this part of clearing export shipments. A number of shipments have reached foreign ports without proper certification. This has resulted in shipments being refused entry to the foreign country, unnecessary expense to shippers, and a source of irritation to foreign officials.

The amendments would, therefore, provide a more uniform procedure in that export certificates would be required for exports to all countries. This would aid customs officials in determining eligibility of product offered for shipment to foreign countries and in preventing illegal shipments. It would also aid Department personnel in reviewing records for possible irregularities. It would thereby help to prevent ineligible shipments from reaching foreign ports.

No change would be made in the present requirement for affixing numbered export stamps or otherwise identifying packages or containers of product inspected and passed for export. The amendments would also coordinate the requirements of §§ 324.3 and 325.14 of the regulations.

Any person who wishes to submit written data, views, or arguments concerning the proposed amendments may do so by filing them in duplicate, with the Hearing Clerk, U.S. Department of Agriculture, Washington, D.C. 20250, within 60 days after the publication of this notice in the *FEDERAL REGISTER*. All written submissions made pursuant to this notice will be made available for public inspection at the Office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Done at Washington, D.C., this 29th day of August 1966.

S. R. SMITH,
Administrator.

[F.R. Doc. 66-9599; Filed, Sept. 1, 1966;
8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 39]

[Docket No. 7580]

AIRWORTHINESS DIRECTIVES

Boeing Model 727 Series Airplanes

The Federal Aviation Agency is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive requiring modification of certain fuel and electrical lines on Boeing Model 727 Series airplanes.

The proposed modifications, which have been developed by the manufacturer, provide protection against fuel ignition, deemed necessary by the Agency, in the event of a landing accident involving structural damage to the aft portion of the fuselage.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20553. All communications received on or before October 3, 1966, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 3154(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

Boeing. Applies to Model 727 Series airplanes.

Compliance required as indicated, unless already accomplished.

To minimize fuselage fire hazards resulting from fuel line ruptures during excessively

hard landings involving structural damage, accomplish the following:

(a) Within the next 1,000 hours' time in service after the effective date of this AD, remove aluminum fuel lines, P/N 69-16668-1, in the fuselage (three places) located between Body Stations 887 and 1183, and replace with flexible fuel lines, P/N 10-60536-2, in accordance with Boeing Service Bulletin No. 28-26, dated April 27, 1966, or later FAA-approved revision, or an equivalent approved by the Chief, Aircraft Engineering Division, FAA Western Region.

(b) Within the next 7,000 hours' time in service after the effective date of this AD, reroute the generator electrical leads (three places) and encase in teflon tubing between Fuselage Stations 850 and 1183 in accordance with Boeing Service Bulletin No. 24-30, dated March 29, 1966, or later FAA-approved revision, or an equivalent approved by the Chief, Aircraft Engineering Division, FAA Western Region.

Issued in Washington, D.C., on August 24, 1966.

JAMES F. RUDOLPH,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-9559; Filed, Sept. 1, 1966;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-WE-54]

CONTROL ZONE AND TRANSITION AREA

Proposed Designation

In February of 1967, the Federal Aviation Agency proposes to commission an air traffic control tower for the Palm Springs Municipal Airport, Palm Springs, Calif. Therefore, the Agency is considering amendments to Part 71 of the Federal Aviation Regulations and proposes the following airspace actions:

1. Designate the Palm Springs, Calif., control zone as that airspace within a 5-mile radius of Palm Springs Airport (latitude 33°49'36" N., longitude 116°30'18" W.). This control zone will be effective from 0600 to 2200 hours, local time, daily.

2. Designate the Palm Springs, Calif., transition area as that airspace extending upward from 700 feet above the surface within a 5-mile radius of Palm Springs Municipal Airport (latitude 33°49'36" N., longitude 116°30'18" W.); and within 2 miles N and 7 miles S of the Palm Springs VOR 105° radial, extending from 6 miles W to 10 miles E of the VOR.

The proposed control zone and 700-foot transition area are required to protect aircraft executing prescribed instrument procedures at Palm Springs Airport.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, Post Office Box 90007, Airport Station, Los Angeles, Calif. 90009. All communications received within 45 days

after publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendments. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposals contained in this notice may be changed in the light of comments received.

A Public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 5651 West Manchester Avenue, Los Angeles, Calif. 90045.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 1348).

Issued in Los Angeles, Calif., on August 25, 1966.

JOSEPH H. TIPPETS,
Director, Western Region.

[F.R. Doc. 66-9560; Filed, Sept. 1, 1966;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-CE-72]

CONTROL ZONE Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter controlled airspace at Sioux Falls, S. Dak.

The Sioux Falls, S. Dak., control zone is presently designated as that airspace within a 5.5 mile radius of Sioux Falls/Joe Foss Field (latitude 43°34'44" N., longitude 96°44'27" W.).

The Sioux Falls ILS outer marker is being relocated to a site 5.8 nautical miles southwest of the airport. The instrument approach procedures which use the Sioux Falls outer marker and/or outer marker compass locator are being modified as a result of this relocation.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Sioux Falls, S. Dak., terminal area, proposes to take the following airspace action:

Redesignate the Sioux Falls, S. Dak., control zone as that airspace within a 5.5 mile radius of Sioux Falls/Joe Foss Field (latitude 43°34'44" N., longitude 96°44'27" W.); and within 2 miles each side of the Sioux Falls ILS localizer SW course extending from the 5.5 mile radius zone to the outer marker.

The proposed modification of the Sioux Falls control zone will provide additional controlled airspace protection for aircraft executing the modified prescribed instrument approach procedures during descent below 1,000 feet above the surface.

Specific details of this proposal and any instrument approach procedures

which it was developed to protect may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Federal Aviation Agency, 601 East 12th Street, Kansas City, Mo. 64106.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 45 days after publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The Public docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued at Kansas City, Mo., on August 11, 1966.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 66-9561; Filed, Sept. 1, 1966;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-EA-34]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor transition area for Chagrin Falls Airport, Chagrin Falls, Ohio.

A new VOR instrument approach procedure to Chagrin Falls, Ohio Airport is proposed. To provide airspace protection for the proposed procedure, a 700-foot floor transition area will be required.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. All communications received within 30 days after publication in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time,

but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace and Standards Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the office of the Regional Counsel, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of Cleveland, Ohio, proposes the airspace action hereinafter set forth:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor transition area for Chagrin Falls, Ohio, as follows:

CHAGRIN FALLS, OHIO

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 41°25'45" N., 81°19'50" W., of Chagrin Falls Airport, Chagrin Falls, Ohio, and within 2 miles each side of the Chardon, Ohio, VOR 235° radial extending from the 4-mile radius area to the VOR.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on August 16, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-9562; Filed, Sept. 1, 1966;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-EA-52]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor transition area for Pittsfield Municipal Airport, Pittsfield, Maine.

A 700-foot floor transition area will be required at Pittsfield, Maine, to provide airspace protection for IFR arrival and departure procedures at Pittsfield Municipal Airport. The instrument approach procedure will be based on the Burnham, Maine, non-Federal radio beacon to be established at 44°41'50" N., 69°21'30" W.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. All communications received within 45 days after publication in the *FEDERAL REGISTER*

will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements may be made for informal conferences with Federal Aviation Agency officials by contacting the Chief, Airspace and Standards Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the office of the Regional Counsel, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of Pittsfield, Maine, proposes the airspace action hereinafter set forth:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor transition area for Pittsfield, Maine, as follows:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°46'05" N., 69°22'40" W., of Pittsfield Municipal Airport, Pittsfield, Maine and within 2 miles each side of the Burnham, Maine, RBN (44°41'50" N., 69°21'30" W.) 350° and 170° bearings extending from the 5-mile radius area to 8 miles south of the RBN.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on August 16, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-9563; Filed, Sept. 1, 1966;
8:45 a.m.]

FEDERAL MARITIME COMMISSION

[46 CFR Part 531]

[Docket No. 1191]

AUTOMOBILES

Uniform Weights and Measurements

On July 28, 1964, the Federal Maritime Commission published in the *FEDERAL REGISTER* (29 F.R. 10472, 10473) proposed rules for the purpose of establishing a uniform method of declaring shipping rates and/or cubic measurements on new and/or used passenger automobiles; provide uniformity of treatment for all shipments of this type of cargo; enable shippers of passenger automobiles to accurately ascertain ocean transportation charges prior to movement of their cargoes; and facilitate billing of automobile shipments by the carriers.

Comments were received from various interested parties. The Commission has considered the comments received and pursuant thereto hereby publishes its revised proposed rules in accordance

with provisions of section 4, Administrative Procedure Act (5 U.S.C. 1003), sections 2, 4, and 7 of the Intercoastal Shipping Act, 1933 (46 U.S.C. 844, 845(a), and 847) and section 43 of the Shipping Act, 1916 (46 U.S.C. 841(a)).

Because passenger automobiles vary extensively in size and are susceptible to mismeasurement it is believed that uniform measurements are a necessity and that the publication of a uniform passenger automobile measurement tariff would be highly desirable. The publication of such a tariff might impose a burden on the individual carriers. The Commission therefore proposes to publish this reference material showing the cubic measurements as prescribed by the manufacturers for each particular make and model of domestically manufactured passenger automobile for a period of 5 years. This of course would be a continuous process. Each year new models will be added and the last 5 years' model omitted from each succeeding publication. The individual carriers therefore could adopt this publication as its governing tariff or in the alternative republish the cubic measurements in its own tariff. The subscription cost to each carrier for the reference publication will cover the expense assumed by the Federal Maritime Commission in compiling and publishing the material.

Section 531.5 of Title 46, CFR, would be amended by the addition of a new paragraph, § 531.5(i), as follows:

§ 531.5 Contents of tariff publications.

(i) Tariffs naming rates and charges for the transportation of automobiles shall contain a (measurement) rule governing such transportation worded substantially as follows:

(1) In the computation of charges for the transportation of automobiles, the cubic measurements for each automobile will be those prescribed by the manufacturer of the particular make and model as shown on pages ----- to ----- herein. Or (as shown in Federal Maritime Commission's Publication No. 1 entitled "Automobile Manufacturers' Measurements.") * (see Note (a)).

NOTE (a): Automobiles whose measurements are not shown in the carrier's tariff or in the Federal Maritime Commission's Publication No. 1 entitled "Automobile Manufacturers' Measurements," whichever is controlling, shall be individually measured by the carrier for rating purposes.

Automobiles which, because of added accessories or equipment, vary in dimensions from the standard measurements shown in the carrier's tariff or in the Federal Maritime Commission's Publication No. 1 entitled "Automobile Manufacturers' Measurements" shall be individually measured by the carrier for rating purposes. The fact that such vehicles were individually measured by the carrier and the variation from the standard measurement (in cubic feet) shall be noted on the bill of lading.

*Parenthetical clause to be used, as appropriate, in lieu of "as shown on pages ----- to ----- herein."

or, in the alternative, contain a (weight) rule governing such transportation worded substantially as follows:

(2) Freight charges for transportation of automobiles on a weight basis shall be determined by individually weighing each automobile on the carrier's scale. Where the carrier does not provide weighing facilities, the shipper shall have the vehicle weighed and provide the carrier with a certification showing the weight thereof.

Interested parties may participate in this rule-making proceeding by submitting an original and 15 copies of written statements, data, views, or arguments pertaining thereto to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, on or before the close of business September 23, 1966.

The Federal Maritime Commission, Bureau of Compliance, Office of Hearing Counsel shall participate in this proceeding and shall file Reply to Comments on or before October 14, 1966, by serving an original and 15 copies on the Federal Maritime Commission and one copy on each party who filed written comments. Answers to Hearing Counsel's replies shall be submitted to the Federal Maritime Commission on or before October 28, 1966.

By order of the Federal Maritime Commission.

[SEAL]

THOMAS LISI,
Secretary.

[F.R. Doc. 66-9644; Filed, Sept. 1, 1966; 8:51 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 66-184]

ACETYLENE AND RARE GAS CYLINDERS

Instruments of International Traffic

AUGUST 29, 1966.

It has been established to the satisfaction of the Bureau that metal cylinders filled with porous material, designed for transportation of acetylene and rare gas, of many sizes ranging in height from 12 inches to 56 inches and in diameter from 2 inches to 12 inches, are substantial and designed for and capable of repeated use in transportation, and are used in international traffic.

Under the authority conferred by § 10.41a(a), Customs Regulations (19 CFR 10.41a(a)), I hereby designate as "instruments of international traffic" within the meaning of section 322(a), Tariff Act of 1930, as amended, the above-described acetylene and rare gas cylinders. These containers may be released under the procedures provided for in § 10.41a.

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

[F.R. Doc. 66-9605; Filed, Sept. 1, 1966;
8:48 a.m.]

[T.D. 66-185]

BEER BOTTLES OF UNUSUAL DESIGN

Cartons Designated as Instruments of International Traffic

AUGUST 29, 1966.

It has been established to the satisfaction of the Bureau that beer and ale bottles of unusual design, in that they are 8 inches high with a fill of 6½ ounces, and 8¾ inches or 9¾ inches high with a fill of 11½ ounces, and cartons carrying 24 of the bottles, are substantial and designed for and capable of repeated use in transportation, and are used in substantial numbers in international traffic.

Under the authority conferred by § 10.41a(a), Customs Regulations (19 CFR 10.41a(a)), I hereby designate as "instruments of international traffic" within the meaning of section 322(a), Tariff Act of 1930, as amended, the above-described bottles and cartons. These containers may be released under the procedures provided for in § 10.41a.

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

[F.R. Doc. 66-9606; Filed, Sept. 1, 1966;
8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

CALIFORNIA

Notice of Filing of California State Protraction Diagram

AUGUST 25, 1966.

Notice is hereby given that effective October 3, 1966, the following protraction diagram, approved May 4, 1966, is officially filed and of record in the Riverside District and Land Office. In accordance with Title 43, Code of Federal Regulations, this protraction will become the basic record for describing the land for all authorized purposes at and after 10 a.m., on the above effective date. Until this date and time, the diagram has been placed in the open files and is available to the public for information only.

CALIFORNIA PROTRACTION DIAGRAM NO. 11

SAN BERNARDINO MERIDIAN, CALIFORNIA

T. 4 N., R. 19 E.,
Sec. 1;
Secs. 12 and 13;
Secs. 24 and 25;
Sec. 26, E½, SW¼;
Sec. 35.
T. 4 N., R. 20 E.,
Secs. 1 to 15, inclusive;
Secs. 17 to 35, inclusive.
T. 4 N., R. 21 E.,
Sec. 7;
Sec. 8, W½, SE¼;
Secs. 17 to 22, inclusive;
Sec. 26, W½, SE¼;
Secs. 27 to 35, inclusive.
T. 5 N., R. 19 E.,
Sec. 1, E½, SW¼;
Secs. 12 and 13;
Secs. 24 and 25.
T. 5 N., R. 20 E.,
Sec. 3, W½, SE¼;
Secs. 4 to 10, inclusive;
Secs. 17 to 21, inclusive;
Secs. 28 to 33, inclusive.

Copies of this diagram are for sale at one dollar (\$1.00) each by the Cadastral Engineering Office, Bureau of Land Management, 4017 Federal Building, 650 Capitol Mall, Sacramento, Calif. 95814 and the District and Land Office, Bureau of Land Management, 1414 University Avenue, Post Office Box 723, Riverside, Calif. 92502.

HALL H. McCLAIN,
District and Land Office Manager.

[F.R. Doc. 66-9583; Filed, Sept. 1, 1966;
8:47 a.m.]

CALIFORNIA

Notice of Filing of California State Protraction Diagram

AUGUST 25, 1966.

Notice is hereby given that effective October 3, 1966, the following protraction

diagram, approved May 4, 1966, is officially filed and of record in the Riverside District and Land Office. In accordance with Title 43, Code of Federal Regulations, this protraction will become the basic record for describing the land for all authorized purposes at and after 10 a.m., on the above effective date. Until this date and time, the diagram has been placed in the open files and is available to the public for information only.

CALIFORNIA PROTRACTION DIAGRAM NO. 12

SAN BERNARDINO MERIDIAN, CALIFORNIA

T. 1 N., R. 21 E.,
Sec. 3, W½, SE¼;
Secs. 4 to 10, inclusive;
Secs. 17 to 21, inclusive;
Secs. 28 to 33, inclusive.
T. 2 N., R. 21 E.,
Secs. 1 to 15, inclusive;
Secs. 17 to 21, inclusive;
Sec. 23;
Sec. 24, N½, SW¼;
Secs. 28 to 33, inclusive.
T. 2 N., R. 22 E.,
Secs. 5 to 7, inclusive;
Sec. 8, N½, SW¼;
Sec. 17, W½, SE¼;
Secs. 18 to 20, inclusive;
Sec. 29, N½, SW¼;
Sec. 30, N½, SE¼.
T. 3 N., R. 21 E.,
Secs. 1 to 15, inclusive;
Secs. 17 to 35, inclusive.
T. 3 N., R. 22 E.,
Sec. 19, E½, SW¼;
Sec. 20, W½, SE¼;
Secs. 29 to 32, inclusive.

Copies of this diagram are for sale at one dollar (\$1.00) each by the Cadastral Engineering Office, Bureau of Land Management, 4017 Federal Building, 650 Capitol Mall, Sacramento, Calif. 95814 and the District and Land Office, Bureau of Land Management, 1414 University Avenue, Post Office Box 723, Riverside, Calif. 92502.

HALL H. McCLAIN,
District and Land Office Manager.

[F.R. Doc. 66-9584; Filed, Sept. 1, 1966;
8:47 a.m.]

CALIFORNIA

Notice of Filing of California State Protraction Diagram

AUGUST 25, 1966.

Notice is hereby given that effective October 3, 1966, the following protraction diagram, approved May 4, 1966, is officially filed and of record in the Riverside District and Land Office. In accordance with Title 43, Code of Federal Regulations, this protraction will become the basic record for describing the land for all authorized purposes at and after 10 a.m., on the above effective date. Until this date and time, the diagram has been placed in the open files and is available to the public for information only.

CALIFORNIA PROTRACTOR DIAGRAM NO. 17
SAN BERNARDINO MERIDIAN, CALIFORNIA

- T. 16 N., R. 9 E.,
Sec. 1, E $\frac{1}{2}$;
Sec. 2, NW $\frac{1}{4}$;
Secs. 3 to 5, inclusive, N $\frac{1}{2}$;
Sec. 6, N $\frac{1}{2}$, SW $\frac{1}{4}$;
Sec. 10, S $\frac{1}{2}$;
Sec. 12, E $\frac{1}{2}$;
Secs. 13 to 15, inclusive;
Secs. 21 and 22, excluding mineral surveys;
Secs. 23 to 26, inclusive;
Secs. 27 and 28, excluding mineral surveys;
Sec. 29;
Sec. 30, E $\frac{1}{2}$, SW $\frac{1}{4}$;
Secs. 31 to 35, inclusive.
T. 16 N., R. 10 E.,
Secs. 1 to 15, inclusive;
Secs. 17 to 30, inclusive;
Secs. 31 to 33, inclusive, excluding mineral surveys;
Secs. 34 and 35.
T. 17 N., R. 9 E.,
Sec. 19, W $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 21, SE $\frac{1}{4}$;
Sec. 22, SW $\frac{1}{4}$;
Sec. 25, SE $\frac{1}{4}$;
Sec. 26, SW $\frac{1}{4}$;
Sec. 27, W $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 28;
Sec. 29, E $\frac{1}{2}$, SW $\frac{1}{4}$;
Sec. 30, W $\frac{1}{2}$, SE $\frac{1}{4}$;
Secs. 31 to 34, inclusive;
Sec. 35, W $\frac{1}{2}$.
T. 17 N., R. 10 E.,
Secs. 1 to 4, inclusive;
Sec. 5, E $\frac{1}{2}$;
Sec. 8, NE $\frac{1}{4}$;
Sec. 9, N $\frac{1}{2}$, SE $\frac{1}{4}$;
Secs. 10 to 15, inclusive;
Sec. 21, E $\frac{1}{2}$;
Secs. 22 to 27, inclusive;
Sec. 28, E $\frac{1}{2}$;
Sec. 30, SW $\frac{1}{4}$;
Secs. 31 to 35, inclusive.
T. 17 N., R. 11 E.,
Sec. 2, SW $\frac{1}{4}$;
Sec. 3, S $\frac{1}{2}$;
Sec. 4, W $\frac{1}{2}$, SE $\frac{1}{4}$;
Secs. 5 to 9, inclusive;
Sec. 10, N $\frac{1}{2}$, SW $\frac{1}{4}$;
Sec. 11, NW $\frac{1}{4}$;
Secs. 17 to 19, inclusive;
Sec. 20, N $\frac{1}{2}$, SW $\frac{1}{4}$;
Sec. 29, W $\frac{1}{2}$;
Secs. 30 and 31;
Sec. 32, W $\frac{1}{2}$.

Copies of this diagram are for sale at one dollar (\$1.00) each by the Cadastral Engineering Office, Bureau of Land Management, 4017 Federal Building, 650 Capitol Mall, Sacramento, Calif. 95814 and the District and Land Office, Bureau of Land Management, 1414 University Avenue, Post Office Box 723, Riverside, Calif. 92502.

HALL H. McCLAIN,
District and Land Office Manager.

[F.R. Doc. 66-9585; Filed, Sept. 1, 1966;
8:47 a.m.]

CALIFORNIA

Notice of Filing of California State Protraction Diagram

AUGUST 25, 1966.

Notice is hereby given that effective October 3, 1966, the following protraction diagram, approved May 4, 1966, is officially filed and of record in the Riverside District and Land Office. In accordance

with Title 43, Code of Federal Regulations, this protraction will become the basic record for describing the land for all authorized purposes at and after 10 a.m., on the above effective date. Until this date and time, the diagram has been placed in the open files and is available to the public for information only.

CALIFORNIA PROTRACTOR DIAGRAM NO. 45
MOUNT DIABLO MERIDIAN, CALIFORNIA

- T. 25 S., R. 41 E.,
Secs. 1 to 36, inclusive.
T. 25 S., R. 42 E.,
Secs. 1 to 24, inclusive;
Secs. 26 to 35, inclusive.

Copies of this diagram are for sale at one dollar (\$1.00) each by the Cadastral Engineering Office, Bureau of Land Management, 4017 Federal Building, 650 Capitol Mall, Sacramento, Calif. 95814 and the District and Land Office, Bureau of Land Management, 1414 University Avenue, Post Office Box 723, Riverside, Calif. 92502.

HALL H. McCLAIN,
District and Land Office Manager.

[F.R. Doc. 66-9586; Filed, Sept. 1, 1966;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

LETTUCE GROWN IN LOWER RIO GRANDE VALLEY IN SOUTH TEXAS

Finding and Determination with Re- spect to Results of Referendum

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and the applicable provisions of Marketing Agreement No. 144 and Order No. 971 (7 CFR Part 971), notice was given in the FEDERAL REGISTER on July 30, 1966 (31 F.R. 10327), that a referendum would be conducted among producers who, during the period from June 30, 1965, to July 1, 1966 (which was determined to be a representative period for the purpose of such referendum) were engaged in the production for market of lettuce grown in the production area, as defined in § 971.4 (7 CFR 971.4). The purpose of the referendum was to determine whether such producers favor continuation or termination of Marketing Order No. 971 (7 CFR Part 971), regulating the handling of lettuce grown in the Lower Rio Grande Valley in South Texas.

Upon the basis of the results of the referendum which was conducted during the period August 5 through August 22, 1966, it is hereby found and determined that termination of said Marketing Order No. 971 regulating the handling of lettuce grown in the production area is not favored by the requisite majority of such producers.

Dated: August 29, 1966.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 66-9597; Filed, Sept. 1, 1966;
8:48 a.m.]

Forest Service

FLAT TOPS WILDERNESS

Proposal and Hearing Announcement

Notice is hereby given in accordance with provisions of the Wilderness Act of September 3, 1964 (P.L. 88-577; 78 Stat. 890, 892; 16 U.S.C. 1131, 1132), that a public hearing will be held beginning at 9 a.m. on October 10, 1966, at the Village Inn (Colorado Hotel), Glenwood Springs, Colo., on a proposal for recommendation to be made to the President of the United States by the Secretary of Agriculture that a recommendation be submitted to Congress for the establishment of the Flat Tops Wilderness, comprised of approximately 153,245 acres within and contiguous to the Flat Tops Primitive Area. Approximately 24,000 acres are located within the Routt National Forest and approximately 129,245 acres are within the White River National Forest. The proposed Wilderness is located in Eagle, Garfield, and Rio Blanco Counties, all in the State of Colorado.

A brochure containing a map and information about the proposed Wilderness may be obtained from the Forest Supervisor, White River National Forest, Glenwood Springs, Colo., or the Regional Forester, Denver Federal Center, Denver, Colo.

Individuals or organizations may express their views by appearing at this hearing, or they may submit written comments for inclusion in the official record to the Regional Forester at the above address by November 14, 1966.

A. W. GREELEY,
Associate Chief, Forest Service.

[F.R. Doc. 66-9626; Filed, Sept. 1, 1966;
8:50 a.m.]

RURAL ELECTRIFICATION ADMINISTRATION

Organization and Functions

The organization of the Rural Electrification Administration is as follows:

Central Organization. The principal office of the Rural Electrification Administration is at Washington, D.C. The function of the Agency is the carrying out of a program of rural electrification and rural telephony, as provided for by the Rural Electrification Act of 1936, as amended (7 U.S.C. 901-15, 921-924).

The Administrator. The Administrator is appointed by the President, with the advice and consent of the Senate, for a term of 10 years. He functions as the chief administrative official of the Agency under the general supervision and direction of the Assistant Secretary, Rural Development and Conservation. He is aided directly by a Deputy Administrator, a Deputy Administrator for Policy and Program Review and Assistant Administrators for the Electric Program, for the Telephone Program and for Borrower Development. The work is carried on through the offices, and divisions described in succeeding paragraphs.

Office of Legislative and Interagency Consultant. This office counsels and advises the Administrator as to policy, program and procedural implications of Federal and State legislation relating to the REA program. Maintains liaison with agencies of the Department of Agriculture and other Government agencies concerning such legislative matters.

Office of Budget. This office administers the administrative and loan budget program of the agency and participates in program planning and evaluation. Maintains liaison on budgetary matters with Congressional Committees, the staff of the Department of Agriculture, the Bureau of the Budget, and other Government agencies.

Office of Program Analysis. This office analyzes and evaluates economic and statistical data concerning agency programs. Provides advice and assistance to the Office of the Administrator and to divisions and area offices to facilitate sound and effective program planning and appraisal. Conducts special program studies and analyses.

Information Services Division. The division administers the information services program of the agency to provide borrowers and the public with information concerning the operations, status, progress, and accomplishments of the rural electrification, rural telephone, and rural areas development programs.

Personnel Management Division. The division administers the personnel program of the agency involving classification and wage administration; conduct of organization studies and surveys; development of recommendations for organization changes required to administer agency problems; preparation of organization charts; employment and placement functions; employee relations; training; safety; and health activities.

Program and Administrative Services Division. The division administers agency activities concerned with: administrative and loan accounting and centralized statistical activities of the agency; the determination of the power requirements of rural electrification borrowers; management analysis, cost reduction and improvement; loan review; and the general administrative service functions of the agency pertaining to procurement, space, records management, and communications.

Electric Distribution Area Offices. The rural electrification program for electric distribution borrowers is administered through five area offices designated as Northeast, Southeast, North Central, Southwest, and Western. Each office within its assigned geographic area: Appraises loan applications and prepares loan recommendations; approves the advance of loan funds to borrowers; reviews the financial and operating performance of borrowers; analyzes engineering plans, specifications, and construction contracts; reviews and approves completed construction; provides advice and assistance to borrowers concerning loans and the design, construction, management, operation, and maintenance of systems.

Electric Operations and Standards Division. The division administers staff activities pertaining to the development of proposed policies, standards, and procedures concerning engineering, loans, and retail rate aspects of the rural electric distribution program. Develops standards, criteria, specifications, and technical data relating to rural electric distribution systems. Provides advice and assistance, in this subject matter field to the Electric Distribution Area Offices, and, as requested, to borrowers. Maintains liaison with Government and non-Government organizations on matters within the functional responsibility of the Division.

Power Supply Division. The rural electrification program for generation and transmission borrowers is administered through the Power Supply Division. The division appraises loan applications and prepares loan recommendations; reviews the financial and operating performance of borrowers; analyzes engineering plans, specifications, and construction contracts; reviews and approves completed construction; approves advances of funds to borrowers; analyzes feasibility and benefits of generation and transmission systems; provides advice and assistance to borrowers concerning loans and the design, construction, management, operation, and maintenance of systems; and conducts studies and negotiations related to procurement of purchased power for all electric borrowers.

Telephone Area Offices. The rural telephone program is administered through five area offices designated as Northeast, Southeast, North Central, Southwest, and Western. Each office within its assigned geographic area: Appraises loan applications and prepares loan recommendations; reviews the financial and operating performance of borrowers; analyzes engineering plans, specifications and construction contracts; reviews and approves completed construction; approves advance of funds to borrowers; provides advice and assistance to borrowers concerning loans and the design, construction, management, operation, and maintenance of systems.

Telephone Engineering and Operations Division. The division administers staff activities pertaining to the development of proposed policies, standards and procedures concerning engineering, loans and technical operations aspects of the rural telephone program. This includes studies and analyses regarding rates, toll traffic agreements, and valuation and acquisition of facilities; solutions concerning the engineering problems of existing telephone systems; the review of telephone system cost estimates and the engineering requirements of loan applications. Provides advice and assistance to the area offices and, as requested, to borrowers concerning the above activities.

Telephone Standards Division. The division administers staff engineering activities concerned with the development of standards, criteria, specifications, and technical data relating to rural telephone systems and facilities; provides advice

and assistance to agency officials, and, as requested, to borrowers concerning telephone standards; maintains liaison with Government and non-Government organizations on matters concerning the functions of the division.

Borrowers' Financial Management Division. The division administers agency activities concerned with: Borrowers' accounting; borrowers' auditing and examination of borrowers' records; borrowers' insurance; and staff activities concerned with borrowers' management. Provides advice and assistance to agency officials and borrowers concerning these activities.

Rural Areas Development Staff. This staff administers the rural area development program designed to meet the responsibilities of the agency within the broad framework of Department policies and those of other Federal agencies.

Specialist Staff. This staff performs centralized staff activities relative to borrower development including labor relations, architecture, safety, member services, commission regulation and other related functions.

Issued this 26th day of August 1966.

NORMAN M. CLAPP,
Administrator.

[F.R. Doc. 66-9627; Filed, Sept. 1, 1966;
8:50 a.m.]

DEPARTMENT OF COMMERCE

Business and Defense Services Administration

BONA FIDE MOTOR VEHICLE MANUFACTURERS

Notice of Determination

Notice is hereby given that pursuant to authority contained in Chapter III, Part 301, of Title 19 of the Code of Federal Regulations, the Administrator, as of August 25, 1966, has determined the following to be bona fide motor vehicle manufacturers:

The Administrator will publish from time to time such revisions of this list as may be appropriate to reflect additions, deletions, or other necessary changes in it.

FORREST D. HOCKERSMITH,
Acting Administrator, Business
and Defense Services Administration.

Alloy Trailers, Inc., South 3025 Geiger Boulevard, Spokane, Wash. 99204, Jan. 18, 1965, Jan. 18, 1966.

American Body & Trailer, Inc., 1500 Exchange Avenue, Oklahoma City, Okla. 73101, Jan. 18, 1965, Jan. 18, 1966.

American Equipment & Trailer, Inc., 740 North Grand, Amarillo, Tex. 79105, Jan. 18, 1965, Jan. 18, 1966.

American Motors Corp., 14250 Plymouth Road, Detroit, Mich. 48232, Jan. 18, 1965, Jan. 18, 1966.

American Trailer Service, Inc., 2814 North Cleveland Avenue, St. Paul, Minn. 55113, Jan. 18, 1965, Jan. 18, 1966.

Antietam Equipment Co., Post Office Box 91, Hagerstown, Md. 21740, Jan. 18, 1965, Jan. 18, 1966.

- Automotive Service Co., 111-113 North Waterloo, Jackson, Mich. 49204, Jan. 18, 1965, Jan. 18, 1966.
- Automotive Safety, Inc., 252 Central Avenue, Newark, N.J. 07103, Jan. 18, 1965, Jan. 17, 1966.
- Avanti Motor Corp., 613 South Michigan Street, South Bend, Ind. 46601, June 7, 1965, June 7, 1966.
- Ballard Brake & Equipment Co., Inc., 1316 West Eighth Street, Marion, Ind. 46952, Jan. 18, 1965, Jan. 18, 1966.
- Bankhead Welding Service, Inc., 1345 Bankhead Avenue NW., Atlanta, Ga. 30331, Jan. 18, 1965, Jan. 18, 1966.
- Big "T" Truck Parts, Route 22, Post Office Box 144, Phillipsburg, N.J. 08865, Jan. 18, 1965, Jan. 18, 1966.
- Adam Black & Sons, 276-300 Tonnele Avenue, Jersey City, N.J. 07306, Jan. 18, 1965, Jan. 18, 1966.
- Blue Bird Body Co., Fort Valley, Ga. 31030, Jan. 18, 1965, Jan. 18, 1966.
- Brake & Equipment Co., Inc., 1801 North Mayfair Road, Milwaukee, Wis. 53226, Jan. 18, 1965, Jan. 18, 1966.
- Brake Service, Inc., 170 Washington Street, Bangor, Maine 04401, Jan. 18, 1965, Jan. 18, 1966.
- Brown Trailer Division, Clark Equipment Co., Michigan City, Ind. 46360, Jan. 18, 1965, Jan. 18, 1966.
- Burch Body Works, Rockford, Mich. 49341, Jan. 18, 1965, Jan. 18, 1966.
- C. & C. Trailer & Body Co., 300 San Leandro Boulevard, San Leandro, Calif. 94577, Jan. 18, 1965, Jan. 18, 1966.
- Capitol Trailer & Body Co., 3420 East Broadway, North Little Rock, Ark. 72117, Jan. 18, 1965, Jan. 18, 1966.
- The Carnegie Body Co., 9500 Brookport Road, Cleveland, Ohio 44129, Jan. 18, 1965, Jan. 18, 1966.
- Checker Motors Corp., 2016 North Pitcher Street, Kalamazoo, Mich. 49007, Jan. 18, 1965, Jan. 18, 1966.
- Chrysler Corp., 341 Massachusetts Avenue, Highland Park, Mich. 48231, Jan. 18, 1965, Jan. 18, 1966.
- B. M. Clark Co., Route 17, Union, Maine 04862, Jan. 18, 1965, Jan. 18, 1966.
- Clement-Braswell Division, Gar Wood Industries, Inc., Sibley Road, Minden, La. 71055, Jan. 18, 1965, Jan. 18, 1966.
- Cloverleaf Equipment & Sales Inc., 7801 Old Granger Road, Cleveland, Ohio 44125, Jan. 18, 1965, Jan. 18, 1966.
- Columbia Body & Equipment Co., 123 Northeast Oregon Street, Portland, Ore. 97232, Jan. 18, 1965, Jan. 18, 1966.
- Comet Corp., Spokane Industrial Park, Spokane, Wash. 99216, Jan. 18, 1965, Jan. 18, 1966.
- Commercial Body Sales & Manufacturing Co., Inc., 2680 South Orange, Fresno, Calif. 93766, Jan. 18, 1965, Jan. 18, 1966.
- Commercial Truck & Trailer, Inc., 313 North State Street, Girard, Ohio 44420, Jan. 18, 1965, Jan. 18, 1966.
- Connell Motor Truck Co. of Fresno, 2832 Church Avenue, Fresno, Calif. 93766, Jan. 18, 1965, Jan. 18, 1966.
- Critzer Equipment Co., East 3804 Front Avenue, Spokane, Wash. 99210, Jan. 18, 1965, Jan. 18, 1966.
- Cross Truck Equipment Co., Inc., 5130 18th Street SW., Canton, Ohio 44706, Jan. 18, 1965, Jan. 18, 1966.
- Dealers Truck Equipment Co., Inc., 2491 Texas Avenue, Shreveport, La. 71102, Jan. 18, 1965, Jan. 18, 1966.
- Dealers Truck Sales, Inc., 653 Beale Street, Memphis, Tenn. 38103, Jan. 18, 1965, Jan. 18, 1966.
- Decker Tank Co., 300 Lincoln Avenue, Hawthorne, N.J. 07506, Jan. 18, 1965, Jan. 18, 1966.
- Divco-Wayne Corp., 680 Fifth Avenue, New York, N.Y. 10019, Jan. 18, 1965, Jan. 18, 1966.
- Roy F. Drake Body & Equipment Co., 1501 North Minnesota Avenue, Sioux Falls, S. Dak. 57101, Jan. 18, 1965, Jan. 18, 1966.
- Drake-Scruggs Equipment, Inc., 600 South 31st Street, Springfield, Ill. 62703, Jan. 18, 1965, Jan. 18, 1966.
- Eastern Tank Corp., 290 Pennsylvania Avenue, Paterson, N.J. 07503, Jan. 1, 1966.
- Eggman Motor & Equipment Sales, Inc., 2959 West Beltline Highway, Madison, Wis. 53713, Jan. 18, 1965, Jan. 18, 1966.
- Elder-Oilfield, Inc., 5875 North Loop, Box 2061, Houston, Tex. 77001, Jan. 18, 1965, Jan. 18, 1966.
- Eight Point Trailer Corp., 6100 East Washington Boulevard, Los Angeles, Calif. 90022, Jan. 18, 1965, Jan. 18, 1966.
- Elliott Machine Works, Rensch Avenue, Galion, Ohio 44833, Jan. 18, 1965, Jan. 18, 1966.
- Emmert Trailer, 614-618 Mishawaka Street, Elkhart, Ind. 46514, Jan. 18, 1965, Jan. 18, 1966.
- John Evans Manufacturing Co., Sumter, S.C. 29150, Jan. 18, 1965, Jan. 18, 1966.
- FWD Corp., 105 East 12th Street, Clintonville, Wis. 54929, Jan. 18, 1965, Jan. 18, 1966.
- Fleet Equipment Co., 10605 Harry Hines, Dallas, Tex. 75220, Jan. 18, 1965, Jan. 18, 1966.
- Fleet Supply, Ltd., 183 Waughtown, Winston-Salem, N.C. 27107, Jan. 18, 1965, Jan. 18, 1966.
- The Flexible Co., 326-332 North Water Street, Loudonville, Ohio 44842, Jan. 18, 1965, Jan. 18, 1966.
- Ford Motor Co., The American Road, Dearborn, Mich. 48120, Jan. 18, 1965, Jan. 18, 1966.
- Freightliner Corp., 5400 North Basin Avenue, Portland, Ore. 97217, Jan. 18, 1965, Jan. 18, 1966.
- Fruehauf Corp., 10900 Harper Avenue, Detroit, Mich. 48232, Jan. 18, 1965, Jan. 18, 1966.
- Garnon Brothers Truck Equipment Co., 1617 Peninsula Drive, Erie, Pa. 16505, Jan. 18, 1965, Jan. 18, 1966.
- Garsite Products, Inc., 10 East Grand Boulevard, Deer Park, N.Y. 11729, Jan. 18, 1965, Jan. 18, 1966.
- Gar-Wood-Albany Truck Equipment, Inc., Railroad and Maplewood, Albany, N.Y. 12205, Jan. 18, 1965, Jan. 18, 1966.
- Gar Wood-Detroit Equipment, Inc., 21083 Mound Road, Warren, Mich. 48091, Jan. 18, 1965, Jan. 18, 1966.
- Geoda Manufacturing Co., 428 West Market Street, Salinas, Calif. 93901, Jan. 18, 1965, Jan. 18, 1966.
- General Motor Corp., 3044 West Grand Boulevard, Detroit, Mich. 48202, Jan. 18, 1965, Jan. 18, 1966.
- General Trailer Co., Inc., 1492 South B Street, Springfield, Ore. 97477, Jan. 18, 1965, Jan. 18, 1966.
- General Trailer Co., Inc., 546 West Wilkins Street, Indianapolis, Ind. 46225, Jan. 18, 1965, Jan. 18, 1966.
- Gibbes Machinery Co., Columbia, S.C. 29202, Jan. 18, 1965, Jan. 18, 1966.
- Gooch Brake & Equipment Co., 512 Grand Avenue, Kansas City, Mo. 64106, Jan. 18, 1965, Jan. 18, 1966.
- Ole Granning Trailer, Inc., 3040 Wyoming, Dearborn, Mich. 48120, Jan. 18, 1965, Jan. 18, 1966.
- Hardee Manufacturing Co., Plant City, Fla. 33566, Jan. 18, 1965, Jan. 18, 1966.
- F. B. Hart Co., 1441 Richards Boulevard, Sacramento, Calif. 95807, Jan. 18, 1965, Jan. 18, 1966.
- Hawkeye Truck Equipment Co., 1401 East 14th Street, Des Moines, Iowa 50313, Jan. 18, 1965, Jan. 18, 1966.
- The Hell Co., 3000 West Montana Street, Milwaukee, Wis. 53201, Jan. 18, 1965, Jan. 18, 1966.
- Heislors, Inc., Willard Airport, Willard, Ohio 44905, Jan. 18, 1965, Jan. 18, 1966.
- Hendrickson Manufacturing Co., 8001 West 47th Street, Lyons, Ill. 60534, Jan. 18, 1965, Jan. 18, 1966.
- The Hess & Eisenhardt Co., Blue Ash Road, Rossmore, Cincinnati, Ohio 45242, Dec. 15, 1965.
- Hews Body Co., 82 St. John Street, Portland, Maine 04102, Jan. 18, 1965, Jan. 18, 1966.
- Hobbs Equipment Co., Inc., Keeler Avenue, Norwalk, Conn. 06856, Jan. 18, 1965, Jan. 18, 1966.
- Hudsonville Truck & Trailer Service Co., 5210 36th Avenue, Hudsonville, Mich. 49426, Jan. 18, 1965, Jan. 31, 1966.
- O. G. Hughes & Sons, Inc., 312 South Central, Knoxville, Tenn. 37902, Jan. 18, 1965, Jan. 18, 1966.
- Humes Truck & Trailer Manufacturing Co., 907 Franklin Avenue, Steubenville, Ohio 43952, Jan. 18, 1965, Jan. 18, 1966.
- Illinois Auto Electric Co., 2001-37 Indiana Avenue, Chicago, Ill. 60616, Jan. 18, 1965, Jan. 18, 1966.
- International Harvester Co., 401 North Michigan Avenue, Chicago, Ill. 60611, Jan. 18, 1965, Jan. 18, 1966.
- J. C. Truck Equipment, Inc., Denton Avenue and Jericho Turnpike, Garden City Park, N.Y. 11530, Jan. 18, 1965, Jan. 18, 1966.
- Jalco Truck Products Co., Inc., 534 Meridian Road, Youngstown, Ohio 44501, Jan. 18, 1965, Jan. 18, 1966.
- Kaiser Jeep Corp., 940 North Cove Boulevard, Toledo, Ohio 43601, Jan. 18, 1965, Jan. 19, 1966.
- Kay Wheel Sales Co., Tacony and Van Kirk Streets, Philadelphia, Pa. 19135, Jan. 18, 1965, Jan. 18, 1966.
- Kencar Equipment Co., 1906 Lakeview Avenue, Dayton, Ohio 45408, Jan. 18, 1965, Jan. 18, 1966.
- Kenworth Motor Truck Co., 8801 East Marginal Way, Seattle, Wash. 98108, Jan. 18, 1965, Jan. 18, 1966.
- Knapheide Equipment Co., Post Office Box 553, Quincy, Ill. 62301, Jan. 18, 1965, Jan. 18, 1966.
- Ledwell & Son, Inc., Post Office Box 1106, Texarkana, Tex. 75501, Jan. 18, 1966.
- Ledwell & Son Sales, Inc., Robison Road at Waco Street, Texarkana, Tex. 75501, Jan. 18, 1965.
- Leland Equipment Co., 408 North Main Street, Tulsa, Okla. 74101, Jan. 18, 1965, Jan. 18, 1966.
- Mack Trucks, Inc., Executive Offices, Box M, Allentown, Pa. 18105, Jan. 18, 1965, Jan. 18, 1966.
- Jay Madsen Equipment Co., Inc., 120 Wilson Avenue, Bath, N.Y. 14810, Jan. 18, 1965, Jan. 18, 1966.
- Manning Equipment Co., 3709 Bishop Lane, Louisville, Ky. 40218, Jan. 18, 1965, Jan. 18, 1966.
- Marion Metal Products, 950 Cheney Avenue, Box 406, Marion, Ohio 43302, Jan. 18, 1965, Jan. 18, 1966.
- Marmon Motor Co., Post Office Box 5175, Dallas, Tex. 75222, Aug. 1, 1965, Aug. 1, 1966.
- Massart Supply, Inc., 211 West Third Street, Lafayette, La. 70501, Jan. 18, 1965, Jan. 18, 1966.
- Middlekauff, Inc., 1615 Ketcham Avenue, Toledo, Ohio 43608, Jan. 18, 1965, Jan. 18, 1966.
- Midget Motors Corp., Campbell Street Extension, Athens, Ohio 45701, Jan. 18, 1965, Jan. 14, 1966.
- Mid West Truck Equipment Sales Corp., 640 East Pershing Road, Decatur, Ill. 62526, Jan. 18, 1965, Jan. 18, 1966.
- Dan Mitchell & Sons, Inc., 34 127th Street, Corona, Long Island, N.Y. 11368, Jan. 18, 1965, Jan. 18, 1966.
- Moline Body Co., 222-52d Street, Moline, Ill. 61265, Jan. 18, 1965, Jan. 18, 1966.

Monon Trailer Inc., Monon, Ind. 47959, Jan. 18, 1965, Jan. 18, 1966.
 Montone Manufacturing Co., Post Office Box P, Hazleton, Pa. 18201, Jan. 18, 1965, Jan. 18, 1966.
 Motor Coach Industries, Inc., Pembina, N. Dak. 58271, Jan. 18, 1965, Jan. 18, 1966.
 Motor Truck Equipment Corp., Post Office Box 10005, Dallas, Tex. 75207, Jan. 18, 1965, Jan. 18, 1966.
 Mutual Truck Parts Co., Inc., 2000 South Wabash Avenue, Chicago, Ill. 60616, Jan. 18, 1965, Jan. 18, 1966.
 Nell's Automotive Service, Inc., 167 East Kalamazoo Avenue, Kalamazoo, Mich. 49006, Jan. 18, 1965, Jan. 18, 1966.
 Nelson Manufacturing Co., Ottawa, Ohio 45875, Jan. 18, 1966.
 The Ness Co., Inc., 365 West Cottage Place, York, Pa. 17405, Jan. 18, 1965, Jan. 18, 1966.
 Northwest Truckstell Sales, Inc., 835 Southeast Hawthorn Boulevard, Portland, Ore. 97214, Jan. 18, 1965, Jan. 18, 1966.
 Nye Implement Co., Inc., 250 East 4th Street, Post Office Box 311, Fostoria, Ohio 44830, Jan. 18, 1965, Jan. 18, 1966.
 Ohio Body Manufacturing Co., New London, Ohio 44851, Jan. 18, 1965, Jan. 18, 1966.
 Ohio Truck Equipment, Inc., 3470 Spring Grove Avenue, Cincinnati, Ohio 45223, Jan. 18, 1965, Jan. 18, 1966.
 Chas. Olson & Sons, Inc., Pillsbury at Lake Street, Minneapolis, Minn. 55406, Jan. 18, 1965, Jan. 18, 1966.
 Olson Trailer & Body Builders Co., 2740 South Ashland, Green Bay, Wis. 54306, Jan. 18, 1965, Jan. 18, 1966.
 Omaha Standard, 2411 West Broadway, Council Bluffs, Iowa 51504, Jan. 18, 1965, Jan. 18, 1966.
 Oshkosh Motor Truck, Inc., 2307 Oregon Street, Oshkosh, Wis. 54902, Jan. 18, 1965, Jan. 1, 1966.
 Ottawa Steel Products, 1313 North Hickory Street, Ottawa, Kans. 66067, Jan. 18, 1965, Jan. 17, 1966.
 Outboard Marine Corp., 100 Pershing Road, Waukegan, Ill. 60086, Jan. 18, 1965, Jan. 18, 1966.
 Page & Page Co., Post Office Box 491, Portland, Ore. 97207, Jan. 18, 1965, Jan. 18, 1966.
 Palmer Spring Co., 355 Forest Avenue, Portland, Maine 04101, Jan. 18, 1965, Jan. 18, 1966.
 Palmer Trailer Sales Co., Inc., 162 Park Street, Palmer, Mass. 01069, Jan. 18, 1965, Jan. 18, 1966.
 Parsons Division, Koehring Co., Newton, Iowa 50208, May 28, 1965, Apr. 27, 1966.
 Peerless Trailer & Truck Service, Inc., 549 Northeast Third Avenue, Portland, Ore. 97232, Jan. 18, 1965, Jan. 18, 1966.
 Perfection Equipment Co., 7 South Pennsylvania, Oklahoma City, Okla. 73107, Jan. 18, 1965, Jan. 18, 1966.
 Perfection Spring & Equipment Co., 1172 Commonwealth Avenue, Boston, Mass. 02134, Jan. 18, 1965, Jan. 18, 1966.
 Perfection Truck Equipment Co., 2550 McGee Trafficway, Kansas City, Mo. 64108, Jan. 18, 1965, Jan. 18, 1966.
 Peterbilt Motors Co., 38801 Cherry Street, Newark, Calif. 94560, Jan. 18, 1965, Jan. 18, 1966.
 Pezzani & Reid Equipment Co., Inc., 3960 West Fort Street, Detroit, Mich. 48216, Jan. 18, 1965, Jan. 18, 1966.
 Polaris Industries, Inc., Roseau, Minn. 56751, Aug. 1, 1965.
 Power Brake Co., Inc., 1506 West Morehead Street, Charlotte, N.C. 28208, Jan. 18, 1965, Jan. 18, 1966.
 Power Brake Service & Equipment Co., Inc., 1307-17 Carnegie Avenue, Cleveland, Ohio 44115, Jan. 18, 1965, Jan. 18, 1966.
 Dean Powers Co., Highway 30 South, Route 2, Cedar Rapids, Iowa 52404, Jan. 18, 1965, Jan. 16, 1966.

Reliable Spring Co., Inc., 10557 South Michigan Avenue, Chicago, Ill. 60628, Jan. 18, 1965, Jan. 18, 1966.
 Reliance Trailer & Truck Co., Inc., 2765 16th Street, San Francisco, Calif. 94103, Jan. 18, 1965, Jan. 18, 1966.
 Rowland Truck Equipment, Inc., 2265 Beaver Street, Jacksonville, Fla. 32203, Jan. 18, 1965, Jan. 18, 1966.
 S.S. Automobiles, Inc., 161 West Wisconsin Avenue, Milwaukee, Wis. 53203, May 7, 1965, May 22, 1966.
 Safety Sales & Service Corp., 50-96 South Cameron Street, Harrisburg, Pa. 17105, Jan. 18, 1965, Jan. 18, 1966.
 Schaefer Body, Inc., 5006 Superior Avenue, Cleveland, Ohio 44103, Jan. 18, 1965, Jan. 18, 1966.
 Schien Body & Equipment Co., North on University, Carlinville, Ill. 62626, Jan. 18, 1965, Jan. 18, 1966.
 Scientific Brake & Equipment Co., 314 West Genesee Avenue, Saginaw, Mich. 48601, Jan. 18, 1965, Jan. 18, 1966.
 Schweigers, Inc., Highways 81 and 212, Watertown, S. Dak. 57201, Jan. 18, 1965, Jan. 18, 1966.
 Shasta Truck & Equipment, Inc., 3333 South Market, Redding, Calif. 96001, Jan. 18, 1965, Jan. 18, 1966.
 Smith-Moore Body Co., Inc., Brook Road at Lombardy, Richmond, Va. 23220, Jan. 18, 1965, Jan. 18, 1966.
 Paul Stutler, Inc., 3397 East Waterloo Road, Akron, Ohio 44312, Jan. 18, 1965, Jan. 18, 1966.
 Superior Coach Corp., 1200 East Kibby Street, Lima, Ohio 45802, Jan. 18, 1966.
 Syracuse Auto Parts, Inc., 120 North Geddes Street, Syracuse, N.Y. 13204, Jan. 18, 1965, Jan. 18, 1966.
 D. H. Thomas & Sons, Inc., 1005 Lee Street, Rockford, Ill. 61103, Jan. 18, 1965, Jan. 18, 1966.
 Thumb Truck Equipment, Pigeon, Mich. 48755, Jan. 18, 1966.
 Titzer Truck Sales, Inc., 1120 North Fares Avenue, Evansville, Ind. 47711, Jan. 18, 1965, Jan. 18, 1966.
 Traffic Transport Engineering, Inc., 14301 Prospect, Box 298, Dearborn, Mich. 48121, Jan. 18, 1965, Jan. 18, 1966.
 Transport Equipment Co., 3400 6th Avenue South, Seattle, Wash. 98134, Jan. 18, 1965, Jan. 18, 1966.
 Truck Equipment Co., 2923 Tchoupitoulas, New Orleans, La. 70115, Jan. 18, 1965, Jan. 18, 1966.
 Truck Equipment Co., 1911 Southwest Washington Street, Peoria, Ill. 61602, Jan. 18, 1965, Jan. 18, 1966.
 Truck Equipment, Inc., 680 Potts Avenue, Green Bay, Wis. 54306, Feb. 28, 1966.
 Truck Equipment Sales, Inc., 301 South Fourth Street, Murray, Ky. 42071, Jan. 18, 1965, Jan. 18, 1966.
 Truck Parts & Equipment Co., 295 Hegenburger Road, Oakland, Calif. 94621, Jan. 18, 1965, Jan. 18, 1966.
 Truck Parts & Equipment Co., 2225 Folsom Street, San Francisco, Calif. 94110, Jan. 18, 1965, Jan. 18, 1966.
 Truck & Trailer Equipment Co., 4214 West Mount Hope Road at M-78, Lansing, Mich. 48904, Jan. 18, 1965, Jan. 18, 1966.
 Tuff Boy, Inc., Route 2, Box 129A, Manteca, Calif. 95336, Jan. 18, 1965, Jan. 18, 1966.
 Urbana Truck Body Co., 501 East University Avenue, Urbana, Ill. 61801, Jan. 18, 1965, Jan. 18, 1966.
 Utility Trailer Sales Co., 1402 North 22d Avenue, Phoenix, Ariz. 85009, Jan. 18, 1965, Jan. 18, 1966.
 Utility Trailer & Equipment Co., Inc., 4771 Southeast 17th Avenue, Portland, Ore. 97202, Jan. 18, 1965, Jan. 18, 1966.
 Valley Truck Parts, 862 North 10th, San Jose, Calif. 95112, Jan. 18, 1965, Jan. 18, 1966.

Walter Motor Truck Co., School Road, Voorheesville, N.Y. 12186, Jan. 18, 1965, Jan. 18, 1966.
 Watson Automotive Equipment Co., 1401 South Eads Street, Arlington, Va. 22202, Jan. 18, 1965, Jan. 18, 1966.
 Ward LaFrance Truck Corp., Grand Central Avenue, Elmira Heights, N.Y. 14902, Jan. 18, 1965, Jan. 18, 1966.
 Weaver Trailer & Body Co., 1355 West Mound Street, Columbus, Ohio 43223, Jan. 18, 1965, Jan. 18, 1966.
 Weaver Truck Trailer & Body Corp., 2405-15 North Wooster Avenue, Dover, Ohio 44622, Jan. 18, 1965, Jan. 18, 1966.
 Weigand GMC Truck Sales, Inc., 1008 North Tuscarawas Avenue, Dover, Ohio 44622, Jan. 18, 1965, Jan. 18, 1966.
 White Autocar Sales, Inc., 140 Arbor Lane, Green Bay, Wis. 54305, Jan. 18, 1965, Jan. 18, 1966.
 White Motor Corp., Post Office Box 6979, Cleveland, Ohio 44114, Jan. 18, 1965, Jan. 18, 1966.
 Williamsen Idaho Equipment, Pole Line Road and Maple, Pocatello, Idaho 83201, Jan. 18, 1965, Jan. 18, 1966.

[F.R. Doc. 66-9601; Filed, Sept. 1, 1966; 8:48 a.m.]

Maritime Administration

MANUFACTURERS HANOVER TRUST CO. AND SAVINGS BANKS TRUST CO.

Notice of Approvals of Applicants as Trustees

Notice is hereby given that Manufacturers Hanover Trust Co., a New York banking corporation with offices at 40 Wall Street, New York, N.Y., and Savings Banks Trust Co., also a New York banking corporation with offices at 200 Park Avenue, New York, N.Y., were approved as trustees pursuant to Public Law 89-346 and 46 CFR 221.21-221.30.

Dated: August 30, 1966.

R. G. KRINER,
Deputy Chief,

Office of Ship Operations.

[F.R. Doc. 66-9602; Filed, Sept. 1, 1966; 8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration CELANESE PLASTICS CO.

Notice of Filing of Petition for Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 6B2028) has been filed by Celanese Plastics Co., division of the Celanese Corp., 744 Broad Street, Newark, N.J. 07102, proposing the issuance of a regulation to provide for the safe use of 2,2,4-trimethylpentane-1,3-diisobutyrate as a

plasticizer in cellulosic plastics for food-contact use.

Dated: August 24, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9633; Filed, Sept. 1, 1966;
8:51 a.m.]

ELANCO PRODUCTS CO.

Notice of Filing of Petition Regarding Pesticide 2-Aminobutane

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a (d)(1)), notice is given that a petition (PP 7F0520) has been filed by Elanco Products Co., a division of Eli Lilly & Co., Indianapolis, Ind. 46206, proposing the establishment of a tolerance of 35 parts per million for residues of the fungicide 2-aminobutane in or on oranges.

The analytical method proposed in the petition for determining residues of this fungicide is a method utilizing thin layer and gas chromatography.

Dated: August 26, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9634; Filed, Sept. 1, 1966;
8:51 a.m.]

FMC CORP.

Notice of Filing of Petition Regarding Pesticide Ethion

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a (d)(1)), notice is given that a petition (PP 7F0519) has been filed by FMC Corporation, Middleport, N.Y. 14105, proposing the establishment of tolerances for residues of the pesticide ethion, O,O,O',O'-tetraethyl S,S'-methylene bisphosphorodithioate in or on raw agricultural commodities, as follows:

2 parts per million in or on sorghum grain and sorghum forage.

1 part per million in or on nectarines, sugarbeets, and sugarbeet tops.

The analytical method proposed in the petition for determining residues of ethion is a microcoulometric-gas chromatographic procedure with a sulfur dioxide cell.

Dated: August 24, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9635; Filed, Sept. 1, 1966;
8:51 a.m.]

GEIGY CHEMICAL CORP.

Notice of Withdrawal of Petition for Food Additive Ethyl 4,4'-Dichlorobenzilate

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act

(sec. 409(b), 72 Stat. 1786; 21 U.S.C. 348 (b)), the following notice is issued:

In accordance with § 121.52 *Withdrawal of petitions without prejudice* of the procedural food additive regulations (21 CFR 121.52), Geigy Chemical Corp., Post Office Box 430, Yonkers, N.Y. 10702, has withdrawn its petition (FAP 6H1980), notice of which was published in the FEDERAL REGISTER of March 4, 1966 (31 F.R. 3430), proposing the issuance of a food additive regulation establishing a tolerance of 15 parts per million for residues of ethyl 4,4'-dichlorobenzilate in dried tea resulting from application of the insecticide to growing tea.

The withdrawal of this petition is without prejudice to a future filing.

Dated: August 26, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9636; Filed, Sept. 1, 1966;
8:51 a.m.]

MERCK & CO., INC

Notice of Withdrawal of Petition for Food Additive Thiabendazole

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b), 72 Stat. 1786; 21 U.S.C. 348(b)), the following notice is issued:

In accordance with § 121.52 *Withdrawal of petitions without prejudice* of the procedural food additive regulations (21 CFR 121.52), Merck & Co., Inc., Rahway, N.J. 07065, has withdrawn its petition (FAP 5A1701), notice of which was published in the FEDERAL REGISTER of March 27, 1965 (30 F.R. 4083), proposing the issuance of a regulation to provide for the safe use of thiabendazole [2-(4'-thiazolyl)-benzimidazole] as a mold inhibitor in baked goods, except baked goods subject to a standard of identity.

The withdrawal of this petition is without prejudice to a future filing.

Dated: August 26, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9637; Filed, Sept. 1, 1966;
8:51 a.m.]

MIDWEST OIL & PROTEIN CO.

Notice of Filing of Petition for Food Additive Condensed Animal Protein Hydrolysates

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition has been filed by Midwest Oil & Protein Co., Post Office Box 743, Milwaukee, Wis. 53201, proposing the issuance of a regulation to provide for the safe use of condensed animal protein hydrolysates, a byproduct in rawhide preparation preliminary to tanning in leather production, for addition to poultry, swine, and

cattle feeds as a source of protein, nitrogen, phosphorus, and salt (NaCl).

Dated: August 24, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9638; Filed, Sept. 1, 1966;
8:51 a.m.]

ROHM & HAAS CO.

Notice of Withdrawal of Petition Regarding Pesticide 1,1-Bis(p-Chlorophenyl)-2,2,2-Trichloroethanol

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a (d)(1)), the following notice is issued:

In accordance with § 120.8 *Withdrawal of petitions without prejudice* of the pesticide regulations, Rohm & Haas Co., Independence Mall West, Philadelphia, Pa. 19105, has withdrawn its petition (PP 6F0472), notice of which was published in the FEDERAL REGISTER of March 19, 1966 (31 F.R. 4748), proposing the establishment of certain tolerances for residues of the insecticide 1,1-bis(p-chlorophenyl)-2,2,2-trichloroethanol in or on the raw agricultural commodities named in said notice.

The withdrawal of this petition is without prejudice to a future filing.

Dated: August 26, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9639; Filed, Sept. 1, 1966;
8:51 a.m.]

ROHM & HAAS CO.

Notice of Withdrawal of Petition Regarding Pesticide 2,4-Dichlorophenyl p-Nitrophenyl Ether

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a (d)(1)), the following notice is issued:

In accordance with § 120.8 *Withdrawal of petitions without prejudice* of the pesticide regulations, Rohm & Haas Co., Independence Mall West, Philadelphia, Pa. 19105, has withdrawn its petition (PP 6F0501), notice of which was published in the FEDERAL REGISTER of July 15, 1966 (31 F.R. 9610), proposing the establishment of a tolerance of 1 part per million for residues of the herbicide 2,4-dichlorophenyl p-nitrophenyl ether in or on the raw agricultural commodities broccoli, brussels sprouts, cabbage, and cauliflower.

The withdrawal of this petition is without prejudice to a future filing.

Dated: August 26, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F. R. Doc. 66-9640; Filed, Sept. 1, 1966;
8:51 a.m.]

WITCO CHEMICAL CO., INC.**Notice of Filing of Petition for Food Additive Calcium Stearate**

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition has been filed by Witco Chemical Co., Inc., Organic Chemicals Division, 6200 West 51st Street, Chicago, Ill. 60638, proposing the issuance of a regulation to provide for the safe use of calcium stearate as an anticaking agent in animal feeds.

Dated: August 25, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-9641; Filed, Sept. 1, 1966;
8:51 a.m.]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of the Secretary

ASSISTANT SECRETARY AND DEPUTY ASSISTANT SECRETARY FOR RE- NEWAL AND HOUSING ASSIST- ANCE

Delegations of Authority Regarding Low-Rent Public Housing

The delegations of authority to the Assistant Secretary for Renewal and Housing Assistance and to the Deputy Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8967-8) are hereby amended as follows:

1. Subsection 5 of section A is amended to read as follows:

5. Power and authority (a) to redelegate to Regional Administrators, Deputy Regional Administrators, and other Regional Office officials and employees any of the powers and authorities delegated in subsection 1 of this section A, and (b) to authorize further redelegations by Regional Administrators and by Deputy Regional Administrators to other Regional Office officials and employees of any of such powers and authorities re-delegated to them.

2. Section C is amended to read as follows:

SEC. C. *Redelegations of authority.* Power and authority to redelegate, as stated in subsections 5 and 6 of section A above, shall include power and authority to redelegate by continuing in effect in the respective officials of the Housing Assistance Administration and in the respective officials and employees of the Regional Offices of the Department the powers and authorities continued in or delegated to them as Public Housing Commissioner and other officials and employees of the Public Housing Administration pursuant to Department Interim Order II (31 F.R. 815-16) and continued in them as officials of the Housing Assistance Administration or as Housing

Assistance Regional Office officials and employees by the redelegations of authority of the Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8968). As to any such powers and authorities so continued in effect, wherever the title "Regional Director" appears such title shall be deemed to refer to "Assistant Regional Administrator for Housing Assistance"; the titles "Assistant Director for Development", "Assistant Director for Management", and "Assistant Director for Programs" shall be deemed to refer to "Development Director", "Management Director", and "Programs Director", respectively; references to "Regional Offices" shall be deemed to be references to the Housing Assistance Offices in the Regional Offices of the Department; references to the "PHA" and the "Public Housing Administration" shall be deemed to be references to the Department of Housing and Urban Development, the Secretary of Housing and Urban Development, or the Federal Government, as may be appropriate; and references to powers, duties, functions, and authorities vested in the "Commissioner" shall be taken to mean powers, duties, functions, and authorities vested in the Secretary of Housing and Urban Development.

(79 Stat. 670, 5 U.S.C. 624d(d))

Effective date. These amendments shall be effective August 19, 1966.

ROBERT C. WEAVER,
Secretary of Housing and
Urban Development.

[F.R. Doc. 66-9646; Filed, Sept. 1, 1966;
8:51 a.m.]

REGIONAL ADMINISTRATORS AND DEPUTY REGIONAL ADMINISTRA- TORS

Redelegations of Authority Regarding Low-Rent Public Housing

The redelegations of authority by the Assistant Secretary for Renewal and Housing Assistance to the Deputy Assistant Secretary for Housing Assistance and other officials in the Housing Assistance Administration and to officials and employees in the Housing Assistance Regional Offices effective July 1, 1966 (31 F.R. 8968) are hereby amended as follows:

Section C is amended to read as follows:

SEC. C. Each Regional Administrator and each Deputy Regional Administrator is hereby authorized:

1. To exercise the powers and authorities continued in or delegated to Regional Directors and other Regional Office officials and employees of the Public Housing Administration pursuant to Department Interim Order II (31 F.R. 815-16) and continued in them as Housing Assistance Regional Office officials and employees by Section C of the redelegations of authority of the Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8968), and

2. To redelegate to other Regional Office officials and employees any of the powers and authorities which he is authorized by subsection 1 of this section C to exercise.

(Secretary's delegation effective July 1, 1966, 31 F.R. 8967, June 29, 1966; as amended effective Aug. 19, 1966, 31 F.R. 11624, Sept. 2, 1966)

Effective date. This amendment shall be effective August 19, 1966.

DON HUMMEL,
Assistant Secretary for
Renewal and Housing Assistance.

[F.R. Doc. 66-9647; Filed, Sept. 1, 1966;
8:51 a.m.]

ASSISTANT REGIONAL ADMINISTRA- TOR FOR HOUSING ASSISTANCE, ET AL., REGION I (NEW YORK)

Redelegations of Authority Regarding Low-Rent Public Housing

The Assistant Regional Administrator for Housing Assistance and other officials and employees of the Housing Assistance Office, Region I, are hereby authorized to exercise the powers and authorities continued in or delegated to them as Regional Director and other Regional Office officials and employees of the Public Housing Administration pursuant to Department Interim Order II (31 F.R. 815-16) and continued in them as Housing Assistance Regional Office officials and employees by the redelegations of authority from the Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8968).

(Redelegation by Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966, 31 F.R. 8968, June 29, 1966; as amended effective Aug. 19, 1966, 31 F.R. 11624, Sept. 2, 1966)

Effective date. These redelegations of authority shall be effective August 19, 1966.

JUDAH GRIBETZ,
Regional Administrator, Region I.

[F.R. Doc. 66-9651; Filed, Sept. 1, 1966;
8:52 a.m.]

ASSISTANT REGIONAL ADMINISTRA- TOR FOR HOUSING ASSISTANCE, ET AL., REGION II (PHILADELPHIA)

Redelegations of Authority Regarding Low-Rent Public Housing

The Assistant Regional Administrator for Housing Assistance and other officials and employees of the Housing Assistance Office, Region II, are hereby authorized to exercise the powers and authorities continued in or delegated to them as Regional Director and other Regional Office officials and employees of the Public Housing Administration pursuant to Department Interim Order II (31 F.R. 815-16) and continued in them as Housing Assistance Regional Office officials and employees by the redelegations of authority from the Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8968).

(Redelegation by Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966, 31 F.R. 8968, June 29, 1966; as amended effective Aug. 19, 1966, 31 F.R. 11624, Sept. 2, 1966)

Effective date. These redelegations of authority shall be effective August 19, 1966.

WARREN P. PHELAN,

Regional Administrator, Region II.

[F.R. Doc. 66-9652; Filed, Sept. 1, 1966; 8:52 a.m.]

ASSISTANT REGIONAL ADMINISTRATOR FOR HOUSING ASSISTANCE, ET AL., REGION III (ATLANTA)

Redelegations of Authority Regarding Low-Rent Public Housing

The Assistant Regional Administrator for Housing Assistance and other officials and employees of the Housing Assistance Office, Region III, are hereby authorized to exercise the powers and authorities continued in or delegated to them as Regional Director and other Regional Office officials and employees of the Public Housing Administration pursuant to Department Interim Order II (31 F.R. 815-16) and continued in them as Housing Assistance Regional Office officials and employees by the redelegations of authority from the Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8968).

(Redelegation by Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966, 31 F.R. 8968, June 29, 1966; as amended effective Aug. 19, 1966, 31 F.R. 11624, Sept. 2, 1966)

Effective date. These redelegations of authority shall be effective August 19, 1966.

EDWARD H. BAXTER,

Regional Administrator, Region III.

[F.R. Doc. 66-9648; Filed, Sept. 1, 1966; 8:51 a.m.]

ASSISTANT REGIONAL ADMINISTRATOR FOR HOUSING ASSISTANCE, ET AL., REGION IV (CHICAGO)

Redelegations of Authority Regarding Low-Rent Public Housing

The Assistant Regional Administrator for Housing Assistance and other officials and employees of the Housing Assistance Office, Region IV, are hereby authorized to exercise the powers and authorities continued in or delegated to them as Regional Director and other Regional Office officials and employees of the Public Housing Administration pursuant to Department Interim Order II (31 F.R. 815-16) and continued in them as Housing Assistance Regional Office officials and employees by the redelegations of authority from the Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8968).

(Redelegation by Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966, 31 F.R. 8968, June 29, 1966; as amended effective Aug. 19, 1966, 31 F.R. 11624, Sept. 2, 1966)

amended effective Aug. 19, 1966, 31 F.R. 11624, Sept. 2, 1966)

Effective date. These redelegations of authority shall be effective August 19, 1966.

JOHN P. MCCOLLUM,

Regional Administrator, Region IV.

[F.R. Doc. 66-9649; Filed, Sept. 1, 1966; 8:52 a.m.]

ASSISTANT REGIONAL ADMINISTRATOR FOR HOUSING ASSISTANCE, ET AL., REGION V (FORT WORTH)

Redelegations of Authority Regarding Low-Rent Public Housing

The Assistant Regional Administrator for Housing Assistance and other officials and employees of the Housing Assistance Office, Region V, are hereby authorized to exercise the powers and authorities continued in or delegated to them as Regional Director and other Regional Office officials and employees of the Public Housing Administration pursuant to Department Interim Order II (31 F.R. 815-16) and continued in them as Housing Assistance Regional Office officials and employees by the redelegations of authority from the Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8968).

(Redelegation by Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966, 31 F.R. 8968, June 29, 1966; as amended effective Aug. 19, 1966, 31 F.R. 11624, Sept. 2, 1966)

Effective date. These redelegations of authority shall be effective August 19, 1966.

W. W. COLLINS,

Regional Administrator, Region V.

[F.R. Doc. 66-9650; Filed, Sept. 1, 1966; 8:52 a.m.]

ASSISTANT REGIONAL ADMINISTRATOR FOR HOUSING ASSISTANCE, ET AL., REGION VI (SAN FRANCISCO)

Redelegations of Authority Regarding Low-Rent Public Housing

The Assistant Regional Administrator for Housing Assistance and other officials and employees of the Housing Assistance Office, Region VI, are hereby authorized to exercise the powers and authorities continued in or delegated to them as Regional Director and other Regional Office officials and employees of the Public Housing Administration pursuant to Department Interim Order II (31 F.R. 815-16) and continued in them as Housing Assistance Regional Office officials and employees by the redelegations of authority from the Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8968).

(Redelegation by Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966, 31 F.R. 8968, June 29, 1966; as amended effective Aug. 19, 1966, 31 F.R. 11624, Sept. 2, 1966)

Effective date. These redelegations of authority shall be effective August 19, 1966.

ROBERT B. PITTS,

Regional Administrator, Region VI.

[F.R. Doc. 66-9654; Filed, Sept. 1, 1966; 8:52 a.m.]

ASSISTANT REGIONAL ADMINISTRATOR FOR HOUSING ASSISTANCE, ET AL., REGION VII (PUERTO RICO AND VIRGIN ISLANDS)

Redelegations of Authority Regarding Low-Rent Public Housing

The Assistant Regional Administrator for Housing Assistance and other officials and employees of the Housing Assistance Office, Region VII, are hereby authorized to exercise the powers and authorities continued in or delegated to them as Regional Director and other Regional Office officials and employees of the Public Housing Administration pursuant to Department Interim Order II (31 F.R. 815-16) and continued in them as Housing Assistance Regional Office officials and employees by the redelegations of authority from the Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966 (31 F.R. 8968).

(Redelegation by Assistant Secretary for Renewal and Housing Assistance effective July 1, 1966, 31 F.R. 8968, June 29, 1966; as amended effective Aug. 19, 1966, 31 F.R. 11624, Sept. 2, 1966)

Effective date. These redelegations of authority shall be effective August 19, 1966.

JOSÉ E. FEBRES SILVA,

Regional Administrator, Region VII.

[F.R. Doc. 66-9653; Filed, Sept. 1, 1966; 8:52 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 27-39]

CALIFORNIA NUCLEAR, INC.

Notice of Receipt of Application for Amendment of Byproduct, Source, and Special Nuclear Material License

Please take notice that the Atomic Energy Commission has received an application from California Nuclear, Inc., 2323 South Ninth Street, Lafayette, Ind., which requests amendment to License No. 13-10042-1 for authorization to receive, possess, process, store, and bury waste byproduct, source, and special nuclear material at a facility located near Sheffield, Ill., in Bureau County, Ill.

The application is available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. 20545.

Dated at Bethesda, Md., August 26, 1966.

For the Atomic Energy Commission.

J. A. MCBRIDE,

Director,

Division of Materials Licensing.

[F.R. Doc. 66-9558; Filed, Sept. 1, 1966; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15374]

AEROVIAS SUD AMERICANA, INC.

Route Renewal Proceeding; Notice of Hearing

Notice is hereby given, pursuant to provisions of the Federal Aviation Act of 1958, as amended, that hearing in the above-entitled proceeding is assigned to be held on September 27, 1966, at 10 a.m., e.d.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the undersigned Examiner.

Dated at Washington, D.C., August 30, 1966.

[SEAL]

THOMAS L. WRENN,
Associate Chief Examiner.

[F.R. Doc. 66-9611; Filed, Sept. 1, 1966;
8:49 a.m.]

[Docket No. 15619, etc.]

LAWRENCEVILLE, ILL./VINCENNES, IND.; KANKAKEE, ILL.

Notice of Further Prehearing Conference

Notice is hereby given that a further prehearing conference in the above-entitled proceeding, as expanded by the Board's Orders E-23868, dated June 28, 1966, and E-24079, dated August 15, 1966, is assigned to be held on September 20, 1966, at 10 a.m., e.d.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the undersigned.

Dated at Washington, D.C., August 26, 1966.

[SEAL]

BARRON FREDRICKS,
Hearing Examiner.

[F.R. Doc. 66-9612; Filed, Sept. 1, 1966;
8:49 a.m.]

[Docket No. 17665; Order E-24133]

WASHINGTON/BALTIMORE HELICOPTER SERVICE

Order Instituting Investigation

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 29th day of August 1966.

In 1963, the Board terminated the Washington, D.C. Helicopter Case, concluding that the public convenience and necessity do not require helicopter service eligible for Federal subsidy in the Washington/Baltimore area.¹ Developments since 1963 with respect to airline traffic in the Washington/Baltimore area, including the rapid growth of such traffic, the need to make changes in the pattern of flights previously serving the Washington National Airport, as well as the interest shown by trunkline carriers in supporting certificated helicopter serv-

¹ Docket 11941, et al., Order E-19956, August 28, 1963.

ice in other areas, appear to warrant a reexamination of the question to ascertain if it is now feasible to provide helicopter service in this area without the support of Federal subsidy.²

Therefore, the Board is instituting an investigation to determine the need for and feasibility of scheduled helicopter service in the Washington/Baltimore area. The service under investigation shall be limited to scheduled helicopter service between the downtown city centers of Washington and Baltimore, on the one hand, and the three airports within the area, National, Dulles, and Friendship, on the other hand, as well as between each of the three airports. The Board will consider those portions of pending applications which conform to the scope of the issues defined above and such additional applications which may be filed with appropriate motions for consolidation within the time allowed below.³

In the 1963 proceeding, applicants advanced in support of their applications arrangements for obtaining downtown heliports which would not have been available to another successful applicant. To obviate this problem, no applicant in this proceeding will be required to secure heliport facilities as a condition for selection if the Board decides there is a need for scheduled helicopter service. Instead, it is the Board's view that efforts should be made to establish neutral heliport sites at each of the airports involved as well as noncarrier owned and operated heliports in the downtown centers of Washington and Baltimore, and the Board will cooperate in these efforts to the extent possible.

To further insure impartial scheduled helicopter service within the area of investigation, all of the trunkline carriers presently serving the Washington/Baltimore area shall be made parties to this proceeding, and will be given an equal opportunity to participate in any financial support offered to the helicopter operator selected. We believe that such an opportunity will ease the burden of individual carrier support, avoid any unfair competitive disadvantage to non-participating carriers, and permit an opportunity for maximum traffic penetration by the helicopter operator selected. In this connection, the Board does not anticipate that any helicopter applicant would conclude financial arrangements with any one or more trunkline carriers which would preclude comparable participation by other carriers.

In order to insure that any financial arrangements with trunkline carriers

² In 1965, the Congress terminated the availability of Federal funds to subsidize local helicopter services. The certificated helicopter operations in other metropolitan areas still are not economically self-supporting and are presently being financially aided by one or more trunklines under arrangements approved by the Board.

³ The applications now on file with the Board are: U.S. Aviation Corp.; New York Airways, Inc.; Washington/Baltimore Helicopter, Inc.; Loving Chevrolet; and San Francisco/Oakland Helicopter, Inc. (Dockets 15685, 15686, 16099, 16113, 17496, and 17605).

will not disadvantage local service carriers and to insure the development of a complete record in this proceeding, the local service carriers authorized to serve the Washington/Baltimore area shall be made parties.

Accordingly, it is ordered:

1. That an investigation designated the Washington/Baltimore Helicopter Service Investigation, be and hereby is instituted in Docket 17665, pursuant to sections 204(a) and 401 of the Federal Aviation Act of 1958, as amended, to determine whether the public convenience and necessity require the authorization of scheduled helicopter service on a subsidy-ineligible basis between the downtown city centers of Washington and Baltimore, on the one hand, and Washington National Airport, Dulles International Airport, and Friendship Airport, on the other hand, as well as between each of the three-designated airports;

2. That the applications of U.S. Aviation Corp. (Dockets 15685 and 15686); New York Airways, Inc. (Docket 16099); Washington/Baltimore Helicopter, Inc. (Docket 16113); Loving Chevrolet (Docket 17496); and San Francisco/Oakland Helicopter, Inc. (Docket 17605), insofar as they conform to the scope of the issues defined in ordering paragraph 1, be and hereby are consolidated;

3. That motions to consolidate applications, motions, or petitions seeking modification or reconsideration of this order and petitions for leave to intervene be filed no later than 30 days after service date of this order, and answers to such pleadings be filed no later than 10 days thereafter;

4. That a copy of this order be served upon: Allegheny Airlines, Inc.; American Airlines, Inc.; Braniff Airways, Inc.; Delta Air Lines, Inc.; Eastern Air Lines, Inc.; Lake Central Airlines, Inc.; Mohawk Airlines, Inc.; National Airlines, Inc.; Northeast Airlines, Inc.; Northwest Airlines, Inc.; Pan American World Airways, Inc.; Piedmont Aviation, Inc.; Trans World Airlines, Inc.; United Air Lines, Inc.; and the Commissioners, District of Columbia and the city of Baltimore, Md.; which are hereby made parties to the investigation instituted herein; and

5. That this proceeding ordered herein be assigned for hearing before an Examiner of the Board at a time and place hereafter to be designated.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 66-9613; Filed, Sept. 1, 1966;
8:49 a.m.]

FEDERAL MARITIME COMMISSION

KLAVENESS LINE AND MITSUI O.S.K. LINES, LTD.

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the

Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the office of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. H. A. Magnuson, Jr., Assistant to the President, As Agents for Klaveness Line, Overseas Shipping Co., 310 Sansome Street, San Francisco, Calif. 94104.

Agreement 9571, between Klaveness Line joint service and Mitsui O.S.K. Lines, Ltd., establishes a through billing arrangement for movement of cargo from the West Coast of the United States ports to ports on the West Coast of Africa with transshipment at the port of Hong Kong, in accordance with the terms and conditions set forth in the agreement.

Dated: August 30, 1966.

By order of the Federal Maritime Commission.

FRANCIS C. HURNEY,
Special Assistant to the Secretary.

[F.R. Doc. 66-9642; Filed, Sept. 1, 1966; 8:51 a.m.]

SEA-LAND SERVICE, INC., AND PUGET SOUND FREIGHT LINES

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the office of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and

the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. J. S. Provan, Commerce Attorney, Sea-Land Service, Inc., Post Office Box 1050, Elizabeth, N.J. 07207.

Agreement 9573, between Sea-Land Service, Inc. and Puget Sound Freight Lines, establishes a through billing arrangement for the movement of newsprint paper from British Columbia ports to ports within the State of Alaska with transshipment at Seattle, Wash., in accordance with the terms and conditions set forth in the agreement.

Dated: August 30, 1966.

By order of the Federal Maritime Commission.

FRANCIS C. HURNEY,
Special Assistant to the Secretary.

[F.R. Doc. 66-9643; Filed, Sept. 1, 1966; 8:51 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 16218; RM-533]

COOPERATIVE USE OF PRIVATE MICROWAVE SYSTEMS IN PETROLEUM RADIO SERVICE

Order Extending Time for Filing Oppositions to Petitions for Reconsideration

In the matter of amendment of Parts 87, 89, 91, and 93 of the Commission's rules to permit expanded cooperative sharing of operational fixed stations, Docket No. 16218. Petition of the Central Committee for Communication Facilities of the American Petroleum Institute concerning cooperative use of private microwave systems in the Petroleum Radio Service, RM-533.

1. The Chief, Safety and Special Radio Services Bureau, acting under delegated authority, has under consideration a request filed by the National Retail Merchants Association (NRMA) for extension of time for filing oppositions to pending petitions for reconsideration in the above-entitled proceeding. The pending petitions for reconsideration were filed by the American Telephone & Telegraph Co. and by the Western Union Telegraph Co. on August 15, 1966. Public notice of the filing of these petitions was given on August 19, 1966, and therefore, the prescribed time for filing oppositions thereto expires on August 29, 1966. NRMA requested that this time be extended until September 17, 1966.

2. In support of its request, NRMA states that it is necessary that a group within the association, composed of retail department store representatives, review the petitions for reconsideration and formulate a policy with respect thereto.

3. In view of the foregoing: *It is ordered*, This 26th day of August 1966, pursuant to §§ 0.331(b)(4) and 1.46 of the Commission's rules, that the above-

described request of NRMA is granted and that the time for filing oppositions to the petitions for reconsideration filed in the above-entitled proceeding is extended to September 17, 1966.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: August 29, 1966.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-9645; Filed, Sept. 1, 1966; 8:52 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP67-41]

ARKANSAS LOUISIANA GAS CO. AND NATURAL GAS PIPELINE COMPANY OF AMERICA

Notice of Application

AUGUST 25, 1966.

Take notice that on August 22, 1966, Arkansas Louisiana Gas Co. (Applicant), Post Office Box 1734, Shreveport, La. 71102, filed in Docket No. CP67-41 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing the Natural Gas Pipeline Company of America (Respondent) to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for resale and distribution by Applicant in the Town of Douglassville, Tex., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct and operate a distribution system for the resale of natural gas in the Town of Douglassville, Tex., along with a feeder distribution line extending north approximately 3½ miles from a tap on Respondent's transportation facilities to Applicant's Douglassville system.

Estimated peak day and annual volumes required by Applicant for the Town of Douglassville, Tex., are as follows:

	Peak day demand (Mcf)	Annual requirements (Mcf)
First year.....	167	10,311
Second year.....	174	10,720
Third year.....	180	11,035

Applicant estimates that the total cost of construction of the distribution system to be \$33,885.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before September 22, 1966.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-9614; Filed, Sept. 1, 1966; 8:49 a.m.]

[Docket No. CP67-37]

CITIES SERVICE GAS CO.**Notice of Application**

AUGUST 25, 1966.

Take notice that on August 18, 1966, Cities Service Gas Co. (Applicant), Post Office Box 25128, Oklahoma City, Okla. 73125, filed in Docket No. CP67-37 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the installation and operation of certain facilities and the sale and delivery of natural gas to The Gas Service Co. (Gas Service) for resale and distribution by it to customers in and about the cities of Dearborn, Camden Point, Edgerton, and Gower; and the villages of Grayson, New Market, and Trimble, Mo., which are all located near the Greater Kansas City Area, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to tap its 12-inch transmission line in Platte County, Mo., and construct approximately 4.9 miles of 6-inch pipeline eastward from the tap and, at the terminus and at an intermediate point on the proposed 6-inch line, install and operate metering and other appurtenant facilities and make the proposed sale to Gas Service for resale.

Applicant states that the estimated third year peak-day and annual natural gas requirement is 996 Mcf and 76,885 Mcf of gas, respectively. The proposed sale for resale will be made under Applicant's F-2, C-2, and I-2 FPC Gas Rate Schedules.

The Applicant further states that Gas Service has been granted a certificate of public convenience and necessity by the Missouri Public Service Commission to serve these communities and the adjacent area, and that Gas Service has obtained franchises to provide gas service to these communities with the exception of the village of New Market, from which Gas Service advises that a franchise is unnecessary because the village is unincorporated.

The estimated net cost of Applicant's proposed facilities is \$82,000, which will be financed from cash on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before September 23, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public

convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIE,
Secretary.

[F.R. Doc. 66-9615; Filed, Sept. 1, 1966;
8:49 a.m.]

[Docket No. CP67-40]

CONSOLIDATED GAS SUPPLY CORP.**Notice of Application**

AUGUST 25, 1966.

Take notice that on August 19, 1966, Consolidated Gas Supply Corp. (Applicant), 445 West Main Street, Clarksburg, W. Va. 26301, filed in Docket No. CP67-40 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and delivery of natural gas at a new delivery point to Iroquois Gas Corp. (Iroquois), an existing customer of Applicant, and the construction and operation of a measuring and regulating station needed therefor, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that Iroquois plans to resell and distribute such gas in the Towns of Sheldon and Orangeville, Wyoming County, N.Y., in an area which does not presently have natural gas service. Applicant further states that the expected market requirements to be served by the proposed delivery point are:

	First year	Second year	Third year
Annual (Mcf).....	14,000	21,000	28,000
Peak day (Mcf).....	180	270	360

Specifically, Applicant proposes to tap its 20-inch transmission pipeline in the Town of Sheldon, Wyoming County, N.Y., and to construct and operate a measuring and regulating station for the sale and delivery of gas to Iroquois under Applicant's Rate Schedule ACR-5, in order to supply gas for Iroquois' proposed new market area.

The total estimated cost of Applicant's proposed facilities is \$10,866, which cost will be financed from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before September 23, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and

15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIE,
Secretary.

[F.R. Doc. 66-9616; Filed, Sept. 1, 1966;
8:49 a.m.]

[Docket No. CP63-296]

EL PASO NATURAL GAS CO.**Notice of Petition to Amend**

AUGUST 25, 1966.

Take notice that on August 19, 1966, El Paso Natural Gas Co. (Petitioner), Post Office Box 1492, El Paso, Tex. 79999, filed in Docket No. CP63-296 a petition to amend the orders issued in the instant docket on December 16, 1963, and July 29, 1964, Phases I and II, respectively, as amended on March 23, 1965, by requesting authorization to continue the delivery of 70,000 Mcf of natural gas per day to Southern California Gas Co. and Southern Counties Gas Company of California (jointly Southern) through December 31, 1966, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

By the order issued on December 16, 1963, in Phase I of the instant proceeding, Petitioner was authorized to sell and deliver to Southern at its delivery points near Blythe, Calif., and Topock, Ariz., up to 60,000 Mcf per day of natural gas on a limited term basis. By the order issued July 29, 1964, in Phase II of the instant proceeding, Petitioner was authorized to sell and deliver up to 100,000 Mcf per day of natural gas to Southern on a limited term basis. By the aforementioned order issued on March 23, 1966, amending Phases I and II of the instant proceeding, Petitioner was authorized to continue the sale and delivery to Southern of up to 70,000 Mcf per day of natural gas through November 1, 1966. Southern, by letter dated August 5, 1966, has requested Petitioner to continue said deliveries through December 31, 1966.

Accordingly, Petitioner requests authorization to continue the delivery of up to 70,000 Mcf per day of natural gas to Southern through December 31, 1966.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regula-

tions under the Natural Gas Act (157.10) on or before September 23, 1966.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-9617; Filed, Sept. 1, 1966;
8:49 a.m.]

[Docket No. CP67-42]

NATURAL GAS PIPELINE COMPANY OF AMERICA

Notice of Application

AUGUST 25, 1966.

Take notice that on August 24, 1966, Natural Gas Pipeline Company of America (Applicant), 122 South Michigan Avenue, Chicago, Ill. 60603, filed in Docket No. CP67-42 an application pursuant to sections 7(b) and 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of new sales facilities on Applicant's existing Sycamore branch lines for the continuation of deliveries of gas to Northern Illinois Gas Company's (Northern Illinois) De Kalb-Sycamore, Ill., market area, and authorization for the abandonment of the existing facilities now used for deliveries to said market area, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to abandon its existing meter and to construct and operate a new measuring station on its Sycamore branch line approximately 1.10 miles upstream from the existing measuring station and to sell said 1.10 miles of the Sycamore branch line to Northern Illinois.

The application states that both Northern Illinois and Applicant have determined that their existing facilities are not adequate to meet Northern Illinois' increasing market requirements in the De Kalb-Sycamore, Ill., market area, and on this basis, authorization is sought.

The estimated cost of Applicant's proposed construction of delivery facilities is \$35,103, which cost will be met from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before September 15, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate permission and approval for the proposed abandonment is required by the public convenience and necessity. If a protest or petition

for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-9618; Filed, Sept. 1, 1966;
8:49 a.m.]

[Docket No. CP67-39]

TRANSWESTERN PIPELINE CO.

Notice of Application

AUGUST 25, 1966.

Take notice that on August 19, 1966, Transwestern Pipeline Co. (Applicant), Post Office Box 1502, Houston, Tex. 77001, filed in Docket No. CP67-39 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the installation and operation of certain measuring facilities for the sale and delivery of natural gas to Duval Corp. (Duval), all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization for the installation and operation, for the period ending July 31, 1967, of minor tap, valve and measuring facilities in order to sell and deliver, if available, up to 5,000 Mcf of natural gas per day to Duval. Applicant states that the average daily quantity estimated to be required by Duval is 1,500 Mcf of gas, which will be delivered to Duval in section 589, GC & SF Survey, Pecos County, Tex., as provided in their gas sales agreement.

The total estimated cost of Applicant's proposed facilities is \$850, which cost will be borne by Duval and not by Applicant.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before September 23, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-9619; Filed, Sept. 1, 1966;
8:49 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[812-1898]

AMERICAN-IDEAL STANDARD INTERNATIONAL, INC.

Notice of Filing of Application To Modify Order of Exemption

AUGUST 26, 1966.

Notice is hereby given that American-Ideal Standard International, Inc. ("applicant"), 40 West 40th Street, New York, N.Y. 10018, a Delaware corporation has filed an application pursuant to section 6(c) of the Investment Company Act of 1940 ("Act") requesting modification of an existing order of the Commission exempting applicant from all provisions of the Act. All interested persons are referred to the application on file with the Commission for a statement of the applicant's representations which are summarized below.

Applicant was organized by American Radiator & Standard Sanitary Corp. ("American-Standard") under the laws of the State of Delaware on December 8, 1965. A principal purpose for organizing applicant was to provide assistance in improving the balance of payments position of the United States in compliance with the voluntary cooperation program instituted by the President in February 1965, while at the same time continuing the expansion and development of the operations of American-Standard outside the United States. The Commission, on January 31, 1966, granted applicant an exemption from all provisions of the Act and the rules and regulations thereunder (Investment Company Act Release No. 4498, herein called the "Order").

Applicant requests an order amending the order exempting it from all the provisions of the Act based upon the application as amended in the following manner. The order requires applicant, as a condition of the exemption, to file various reports with the Commission at the close of each fiscal year of the applicant and American-Standard. In addition, applicant must not issue, without a further order of the Commission, any securities (except to American-Standard, or to a wholly owned subsidiary of American-Standard) in the event that the U.S. Interest Equalization Tax Act expires or is repealed and is not replaced by another comparable deterrent to the purchase of its securities by U.S. persons. Applicant maintains that because it has not issued any securities under the order (except 1,000 shares of capital stock to

American-Standard as an incident in completing the corporate organization of applicant), it wishes to avoid filing the reports required by the order until such time as it issues securities under the order. However, applicant wishes the order, as amended, to remain in effect.

Applicant represents that it is appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act for it to be relieved of the duty to file such reports as called for in the order until such time as it issues securities, other than equity securities issued to a corporation owning all of the stock of applicant or to a corporation all of whose stock is owned by such a corporation.

Therefore, applicant has applied for an order modifying the order to provide that:

(1) Applicant will not issue any securities (except equity securities issued to a corporation owning all of the stock of applicant or to a corporation all of whose stock is owned by such a corporation) without first giving written notice to the Commission, at least 20 days prior to the date of such issuance, describing such issuance and setting forth in detail any differences in the proposed transaction from those set forth in applicant's application dated January 7, 1966. The proposed issuance of such securities will not be consummated except in accordance with an appropriate order of the Commission if the Commission shall within 15 days after its receipt of such notice notify the applicant of its determination that a substantial question exists as to continuance of the exemption granted by the order.

(2) For the first fiscal year of the applicant in which it issues additional securities as described in the order and for each fiscal year thereafter applicant will file reports required by conditions (1) and (2) of the order.

(3) Condition No. 3 of the order, which requires that applicant not issue, without a further order of the Commission, any securities (except to American-Standard, or to a wholly owned subsidiary of American-Standard) in the event that the U.S. Interest Equalization Tax Act expires or is repealed and is not replaced by another comparable deterrent to the purchase of its securities by U.S. persons, will remain in effect.

Notice is further given that any interested person may, not later than September 14, 1966, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon

applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-9587; Filed, Sept. 1, 1966;
8:47 a.m.]

[File No. 1-3421]

CONTINENTAL VENDING MACHINE CORP.

Order Suspending Trading

AUGUST 29, 1966.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, 10 cents par value of Continental Vending Machine Corp., and the 6 percent convertible subordinated debentures due September 1, 1976, otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period August 30, 1966, through September 8, 1966, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-9588; Filed, Sept. 1, 1966;
8:47 a.m.]

[812-345]

F-I-F PLAN CORP.

Notice of Application for Order Declaring Company Has Ceased To Be an Investment Company

AUGUST 26, 1966.

Notice is hereby given that an application has been filed pursuant to section 8(f) of the Investment Company Act of 1940 ("Act") for an order of the Commission declaring that The F-I-F Plan Corporation Series XD Periodic Payment and Fully Paid Plans ("F-I-F"), c/o First Investors Corp., 120 Wall Street, New York, N.Y., a trust created under the laws of the State of Pennsylvania and a unit investment trust registered under the Act, has ceased to be an investment company. The First Pennsylvania Banking & Trust Co. is the Successor Trustee ("Trustee"). All interested persons are referred to the application

on file with the Commission for a statement of the representations contained therein which are summarized below.

F-I-F filed its notification of registration on Form N-8A pursuant to section 8(a) of the Act November 1, 1940, covering plans for the accumulation of Diversified Trustee Shares, Series XD, issued pursuant to a Trust Indenture dated April 15, 1931. In 1947, Diversified Trustee Shares, Series E, were substituted for all underlying Diversified Trustee Shares, Series XD. The Series E Shares were subsequently liquidated on September 12, 1960, and a final distribution of the proceeds of said liquidation was made on December 8, 1961. As of August 10, 1966, the Trustee held \$678.05 for the account of eight investors.

Section 8(f) of the Act provides, in pertinent part, that whenever the Commission upon application finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and upon the taking effect of such order the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than September 15, 1966, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address set forth above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-9589; Filed, Sept. 1, 1966;
8:47 a.m.]

[811-344]

FINANCIAL INDEPENDENCE FOUNDERS

Notice of Application for Order Declaring Company Has Ceased To Be an Investment Company

AUGUST 26, 1966.

Notice is hereby given that an application has been filed pursuant to section

8(f) of the Investment Company Act of 1940 ("Act") for an order of the Commission declaring that Financial Independence Founders Series D Periodic Payment and Fully Paid Plans ("Financial"), c/o First Investors Corp., 120 Wall Street, New York, N.Y., a trust created under the laws of the State of Pennsylvania and a unit investment trust registered under the Act, has ceased to be an investment company. The First Pennsylvania Banking and Trust Co. is the Successor Trustee ("Trustee"). All interested persons are referred to the application on file with the Commission for a statement of the representations contained therein which are summarized below.

Financial filed its notification of registration on Form N-8A pursuant to section 8(a) of the Act on November 1, 1940, covering plans for the accumulation of Diversified Trustee Shares, Series D, issued pursuant to a Trust Indenture dated April 15, 1931. In 1947, Diversified Trustee Shares, Series E, were substituted for all underlying Diversified Trustee Shares, Series D. The Series E Shares were subsequently liquidated on September 12, 1960, and a final distribution of the proceeds of said liquidation was made on December 8, 1961. As of August 10, 1966, the Trustee held \$44,294.39 for the account of 37 investors.

Section 8(f) of the Act provides, in pertinent part, that whenever the Commission upon application finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and upon the taking effect of such order the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than September 15, 1966, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address set forth above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-9590; Filed, Sept. 1, 1966;
8:47 a.m.]

[File No. 1-3782]

GREAT AMERICAN INDUSTRIES, INC.

Order Suspending Trading

AUGUST 26, 1966.

The common stock, 10 cents par value, of Great American Industries, Inc., being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934 and the 6-percent cumulative preferred stock, Series A, \$10 par value, being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15 (c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period August 27, 1966, through September 5, 1966, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-9591; Filed, Sept. 1, 1966;
8:47 a.m.]

PINAL COUNTY DEVELOPMENT ASSOCIATION

Order Suspending Trading

AUGUST 26, 1966.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the 5½ percent Industrial Development Revenue Bonds of Pinal County Development Association due April 15, 1989, otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934 that trading in such bonds be summarily suspended, this order to be effective for the period August 27, 1966, through September 5, 1966, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-9592; Filed, Sept. 1, 1966;
8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Sec. 5a Application 94]

AUTOMOBILE TRANSPORTERS TARIFF BUREAU, INC.

Application for Approval

AUGUST 30, 1966.

The Commission is in receipt of a section 5a application in the above-entitled proceeding for approval.

Filed August 5, 1966, by: George S. Dixon, Matheson, Dixon, and Bieneman, Suite 1700, 1 Woodward Avenue, Detroit, Mich. 48226.

Agreement involves: Agreement between common carriers by motor vehicle, members of Automobile Transporters Tariff Bureau, Inc., relating to joint consideration, initiation, change, and publication of rates, ratings, classifications, rules, regulations, and practices governing the transportation of automobiles and other property between points in the United States.

The complete application may be inspected at the office of the Commission in Washington, D.C.

Any interested person desiring to protest and participate in this proceeding shall notify the Commission in writing within 20 days from the date of this notice. As provided by the general rules of practice of the Commission, persons other than applicants should fully disclose their interest, and the position they intend to take with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved without public hearing.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-9620; Filed, Sept. 1, 1966;
8:50 a.m.]

FOURTH SECTION APPLICATION FOR RELIEF

AUGUST 30, 1966.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 40689—Blackstrap molasses to Wilson, N.C. Filed by O. W. South, Jr., agent (No. A4934), for interested rail carriers. Rates on blackstrap molasses, in tank carloads, from Port Westworth and Savannah, Ga., to Wilson, N.C.

Grounds for relief—Market competition.

Tariff—Supplement 37 to Southern Freight Association, agent, tariff I.C.C. S-476.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-9621; Filed, Sept. 1, 1966;
8:50 a.m.]

[Notice 246]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

AUGUST 30, 1966.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules in Ex Parte No. MC 67, (49 CFR Part 240) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protest must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined, at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

No. MC 30837 (Sub-No. 336 TA), filed August 25, 1966. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4519 76th Street, Kenosha, Wis. 53141. Applicant's representative: Albert P. Barber (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobile engines, and engine parts, and automobile parts*, from the international boundary line between Mexico and the United States at Laredo, Tex., to Detroit, Mich., for 180 days. Supporting shipper: Chrysler Corp., Post Office Box 1976, Detroit, Mich. 48231 (D. C. Rae, manager, Claims and Tariffs). Send protests to: W. F. Sibbald, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 108 West Wells Street, Room 511, Milwaukee, Wis. 53203.

No. MC 41116 (Sub-No. 27 TA), filed August 26, 1966. Applicant: FOGLEMAN TRUCK LINE, INC., 1001 West Northern Avenue, Crowley, La. 70526. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Urea*, in bags, from Lake Charles, La., to points in Arkansas, Oklahoma, Mississippi, and Texas, for 180 days. Supporting shipper: Agricultural Division, Olin Mathieson Chemical Corp., Post Office Box 991, Little Rock, Ark., D. E. Taylor, Transportation Supervisor Rates and Analysis. Send protests to: W. R. Atkins, District Supervisor, Interstate Commerce Commission,

Bureau of Operations and Compliance, T-4009 Federal Office Building, New Orleans, La. 70113.

No. MC 82063 (Sub-No. 17 TA), filed August 26, 1966. Applicant: KLIPSCH HAULING CO., 119 East Loughborough Avenue, St. Louis, Mo. 63111. Applicant's representative: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo. 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid Trichlorophenol*, in bulk, in tank vehicles, from St. Louis, Mo., to the port of entry on the international boundary line between the United States and Canada, at or near Port Huron, Mich., restricted to traffic destined to Canada, for 180 days. Supporting shipper: Thompson Chemicals Corp. (Marion S. Buckley, division manager), 3028 Locust, St. Louis, Mo. 63103. Send protests to: J. P. Werthmann, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 3248-B, 1520 Market Street, St. Louis, Mo. 63103.

No. MC 66562 (Sub-No. 2189 TA), filed August 26, 1966. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York, N.Y. 10017. Applicant's representative: John H. Engel, 2413 Broadway, Kansas City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, including class A and B explosives, moving in express service, (1) between Kansas City, Mo., and Salina, Kans., serving the intermediate points of Tonganoxie, Perry, Topeka, Rossville, St. Marys, Belvue, Wamego, Manhattan, Junction City, and Abilene, Kans., and the off-route points of Bonner Springs, Lawrence, Chapman, and Solomon, Kans., from Kansas City, Mo., in a westerly direction over Interstate Highway 70 to intersection with U.S. Highway 73; thence over U.S. Highway 73 to intersection with U.S. Highway 24; thence over U.S. Highway 24 intersection with U.S. Highway 75; thence over U.S. Highway 75 to Topeka, Kans.; thence over U.S. Highway 75 to intersection with U.S. Highway 24; thence over Kansas State Highway 18 to Junction City, Kans.; thence over Interstate Highway 70 to Salina, Kans., and return over the same route, from Topeka, Kans., to Junction City, Kans., via Interstate Highway 70 serving no intermediate points, and return over same route, as an alternate route, for purpose of operating convenience and economy only; (2) to serve Minneapolis, Delphos, Glasco, Simpson, and Bennington, Kans., as off-route and/or intermediate points on applicant's existing authority between Salina, Kans., and Concordia, Kans., under certificate number MC 66562, sub 1775. Restrictions: The service to be performed shall be limited to that which is auxiliary to or supplemental of express service of Railway Express Agency, Inc. Shipments transported shall be limited to those moving on through bills of lading or express receipts. Supporting ship-

pers: There are 33 shippers' supporting statements which may be examined here at the Interstate Commerce Commission in Washington, D.C. Send protests to: Anthony Chiusano, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 346 Broadway, New York, N.Y. 10013.

No. MC 113024 (Sub-No. 59 TA), filed August 26, 1966. Applicant: ARLINGTON J. WILLIAMS, INC., Rural Delivery 2, Smyrna, Del. 19977. Applicant's representative: Samuel W. Earnshaw, 833 Washington Building, Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between points in continental United States, including Alaska. Under a continuing contract, or contracts, with International Latex Corp. of Dover, Del., for 180 days. Supporting shipper: International Latex Corp., Playtex Park, Dover, Del. 19901, George Evans, Corporate Director, Traffic and Transportation. Send protests to: Paul J. Lowry, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 206 Post Office Building, Salisbury, Md. 21801.

No. MC 128024 (Sub-No. 2 TA), filed August 26, 1966. Applicant: BUILDING TRANSPORTATION COMPANY, a corporation, 422 Maple Street, Richardson, Tex. Applicant's representative: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex. 75201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings*, from Baton Rouge, La., Dallas, Tex., Gloster, Miss., McKinney, Tex., Newport, Ark., Oklahoma City, Okla., and Woodville, Tex., to points in Tennessee, Missouri, and Kansas, for 180 days. Supporting shipper: Morgan Portable Building Corp., 510 Mayflower Building, 411 North Arkard, Dallas, Tex. 75201. Send protests to: E. K. Willis, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 513 Thomas Building, 1314 Wood Street, Dallas, Tex. 75202.

No. MC 128076 (Sub-No. 5 TA), filed August 26, 1966. Applicant: PROTECTIVE SERVICE COMPANY, 725-29 South Broad Street, Philadelphia, Pa. 19147. Applicant's representative: Morris Cheston, Jr., Land Title Building, Philadelphia, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Magnetic tape and miscellaneous audit data*, between Camp Hill, Pa., on the one hand, and, on the other, Baltimore, Md., for 120 days. Supporting shipper: Pennsylvania Blue Shield, Camp Hill, Pa. Send protests to: Peter R. Guman, District Supervisor, 900 Interstate Commerce Commission, Bureau of Operations and Compliance, 900 U.S. Customhouse, Second and Chestnut Streets, Philadelphia, Pa. 19106.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-9622; Filed, Sept. 1, 1966;
8:50 a.m.]

[Notice 1406]

**MOTOR CARRIER TRANSFER
PROCEEDINGS**

AUGUST 30, 1966.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68928. By order of August 29, 1966, the Transfer Board, on reconsideration, approved the transfer to Glenn R. Frenzen, doing business as Iowa Steel Express, Cedar Rapids, Iowa, of a portion of the operating rights in certificate No. MC-68119, issued January 22, 1954, to Ralph Brown, doing business as Brown Transfer, La Porte City, Iowa, authorizing the transportation of: Iron and steel, fencing material, hardware, and agricultural implements, from Chicago, Ill., to La Porte City, Iowa, and points within 40 miles thereof. William A. Landau, 1307 East Walnut Street, Des Moines, Iowa 50316, representative for applicants.

No. MC-FC-68943. By order of August 29, 1966, the Transfer Board approved the transfer to Merchants Transfer & Storage, Inc., doing business as Bemidji Bus Lines, Bemidji, Minn. 56601, of that portion of the operating rights of Northern Transportation Co., a cor-

poration, Virginia, Minn. 55792, issued October 24, 1949, authorizing the transportation, over regular routes, of passengers and their baggage, between International Falls, Minn., and Bemidji, Minn. Joseph J. Dudley, E-1506 First National Bank Building, St. Paul, Minn. 55101, attorney for applicants.

No. MC-FC-68957. By order of August 26, 1966, the Transfer Board approved the transfer to Interstate Trucking Co., a corporation, Patton Road, Route 3, Delmar, Md. 19940, of the operating rights of Douglas C. Hudson, doing business as Hudson Construction Co., Post Office Box 187, Milton, Del. 19968, in certificate No. MC-126301 (Sub-No. 1), issued May 14, 1965, authorizing the transportation, over irregular routes, of asphalt mix, from Delmar, Md., to points in Sussex County, Del.

No. MC-FC-68977. By order of August 26, 1966, the Transfer Board approved the transfer to Able Express, Inc., Denver, Colo., a portion of the operating rights in certificate No. MC-981, issued December 3, 1965, to Able Transportation, Inc., Denver, Colo., authorizing the transportation of: General commodities, with the usual exceptions, from Chicago, Ill., to Iowa City, Iowa, serving the intermediate point of Cedar Rapids, Iowa, without restriction; and points in Illinois within the Chicago, Ill., commercial zone, as defined by the Commission, restricted to pickup only: From Chicago to Cedar Rapids, Iowa, as specified above, thence south over U.S. Highway 218 to Iowa City, and return with no compensation for transportation on return. Charles W. Singer, 33 North La Salle Street, Chicago, Ill. 60602, attorney for applicants.

No. MC-FC-68986. By order of August 26, 1966, the Transfer Board approved the transfer to Terminal Transfer & Storage Co., Inc., Charlotte, N.C. 28208, a portion of the evidentiary rights

contained in certificate of registration No. MC-99521 (Sub-No. 4) conducted under a lease arrangement from Henderson Jones, Jr., Hillsboro, N.C. 27278 and acquired by transferee through purchase, covering the transportation of: General commodities, with certain exceptions, between points within 100 miles of Hillsboro, N.C., including Murfreesboro, Kinston, and Wallace. Harry F. Gillis, 919 18th Street NW., Washington, D.C. 20006, attorney for applicants.

No. MC-FC-68997. By order of August 29, 1966, the Transfer Board approved the transfer to Maurice D. Crain, doing business as Crain Trucking Service, 1708 Dakota Street, Brookings, S. Dak. 57006, of the operating rights of Thomas J. Hurney, Elkton, S. Dak. 57026, in certificate No. MC-105048, issued March 25, 1946, authorizing the transportation, over irregular routes, of livestock, feed, grain, seed, and emigrant movables, between specified points in South Dakota, Iowa, and Minnesota, varying with the commodities transported.

No. MC-FC-69006. By order of August 29, 1966, the Transfer Board approved the transfer to Greenwood Transfer & Storage Co., Inc., Greenwood, S.C., of the operating rights in certificate No. MC-108948 issued by the Commission December 28, 1956, to L. C. Faulkner, doing business as Greenwood Transfer & Storage Co., Greenwood, S.C., authorizing the transportation of: Household goods, as defined by the Commission, between points in Greenwood County, S.C., on the one hand, and, on the other, points in North Carolina and Georgia. R. Evan Palmer, Post Office Box 457, Greenwood, S.C. 29646, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.[F.R. Doc. 66-9623; Filed, Sept. 1, 1966;
8:50 a.m.]

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